cycle news

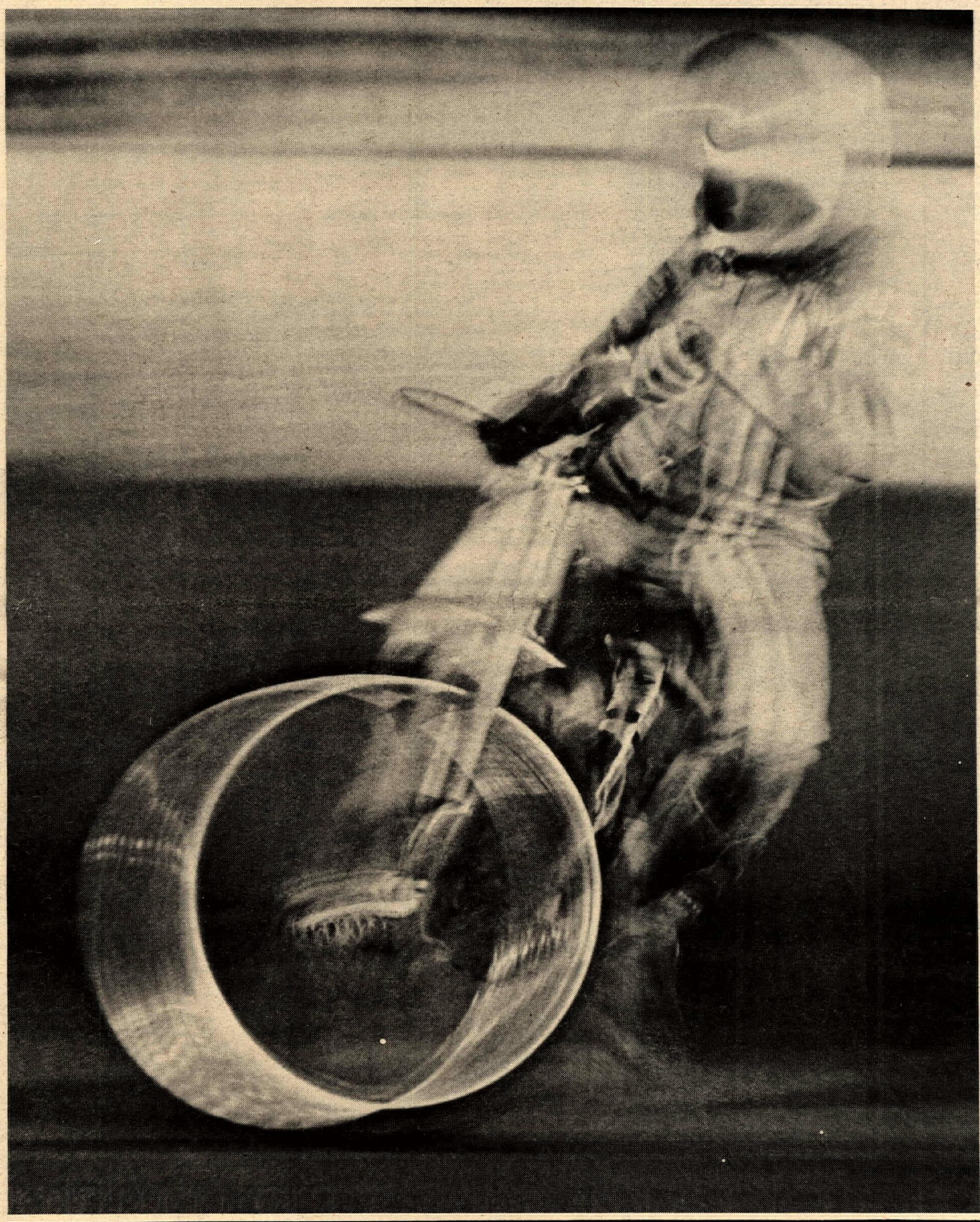
VOLUME VII NUMBER 37 | **Western Edition** | September 29, 1970

25¢

Vesco Sets Record

Romero At Ascot

100cc Indian Test



Photographer, Dennis Greene, shot this unusual picture of speedway star, Rick Woods at Costa Mesa last Friday night. Woods, along with all of the nation's top speedway riders, will be on hand this Friday when the National championship will be decided at the Orange County track. As you may have noticed by the headline, Don Vesco and his Yamaha twin streamliner set the ultimate World Motorcycle Record on the salt flats this past week. Cycle News man-on-the-salt, Bruce Flanders, was there and came back with a full report. Meanwhile, Gene Romero, who has already clinched the number one plate for next year, added frosting to the cake Friday night at Ascot, taking his third National win of the season, as well as a sweep of the program.

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

NEWSPAPER

CALENDAR

WEDNESDAY, SEPT. 23

MOTOCROSS at River Ridge, 2 mi. E of Zillar, Wash. Turn at "Teapot" service station, follow markers. $1 entry. Racing 7-dark.

TT & FLAT TRACK at Orange Co. Speedway. Gates open at 6, sign up closes at 7:30. Racing at 8. ACA sanct.

REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
Tom Walsh at CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY WEDNESDAY NIGHT

FLAT TRACK & TT RACING, at Orange Co. Speedway. Take S.D. Fwy to Valencia or S.A. Fwy to El Toro road to Valencia, right to track. Gates open 6 p.m. Sign up closes 7:30 p.m. 1st race 8 p.m. 125, 250, 500 & Open Classes, Am. & Expert. ACA Sanction.

Motorcycle Jackpot racing (Motocross) River Ridge course, 2 miles east of Zillar, turn at the "Teapot" service station, follow markers. Classes – 125cc, 250cc, over 250cc. Entry fee $1.00. Race – 7:00 until dark.

EVERY FRIDAY NIGHT

CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Race Track. Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

3rd SUN. OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.).

1st SUN. OF EACH MO.

MOTO-X RACING at H.B. Cycle Park by H.R.A., P.O. Box FA, Westminster 92683. Mail entry $3.00 by Wed. prior. Post entry $6.00. Non-members ride expert. 3 number plates. Signup 8-10. 7561 Talbert, Huntington Beach.

2nd, 3rd & 4th SUN. EA. MO.

TT RACES at H.B. Cycle Park by H.R.A. $2.25 members. Non-members ride expert. 3 number plates. Signup 9-10:30. 7561 Talbert, Huntington Beach.

COURSES FOR RENT ADELANTO T.T. TRACK

Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info. (213) 927-3860.

RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

SEPT. 27th – CARLSBAD

OCT. 11th – CARLSBAD

OCT. 18th – SADDLEBACK

OCT. 25th – CARLSBAD

– RAIN or SHINE –

3 Plates Req.

Gates open at 7:30 a.m., racing at 10:00 a.m.

CMC MEMBERSHIP REQ. $5.00 Mail Entry, $10.00 Post Entry. Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

THURSDAY, SEPT. 24

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, SEPT. 25

TT RACES at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

SCRAMBLES by Hi Hats M.C. at Vallejo Speedway. AMA sanct. $2 per rider per bike. Class C traction. Signup 5-6:45 p.m., practice 6-7, racing at 8.

MOTOCROSS at Hangtown Speedway, El Dorado County Fairgrounds, in Placerville, Calif. Trophies for Jrs; Cash for Sr. Signup 5:30 to 7 p.m., racing at 7:30.

HALF MILE RACES at Ascot Park. New rooster tail track. Adults $2.95, Juniors $1, under 8 free.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SPORTSMAN SHORT TRACK by Westside Eagles M.C. at Turlock Fairgrounds, Turlock, Cal. Signup 4:30-7 p.m., practice 6:30-7:30; racing at 8. $2 admission or entry. Info: (209) 537-2426.

SATURDAY, SEPT. 26

SPORTSMAN SHORT TRACK by Valley M.C. at Cycleland Speedway, 14 miles S. of Chico on Hwy 99E and Gage Shippee Rd. AMA sanct. Info: (916) 342-4216.

SCRAMBLES by Hayward M.C. at Hayward Speedway.

HALF MILE by Visalia Ramblers at Tulare Co. Fairgrounds. 12th annual. AMA sanct. class "C" event. Practice at 5, racing at 7. Info: write Visalia Ramblers, 229 S. Vista Ave., Visalia, Calif.

MOTOCROSS by Fresno M.C. at Kearney Bowl in Fresno. Gates open at 4:30, pract. at 5:30 with racing at 8.

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy 71 in Elsinore, Calif.

SAT. & SUN., SEPT. 26 & 27

JAWBONE JAMBOREE at Skyline Ranch, Kelso Valley near Lake Isabella. Grand tour, mini-hill climb, poker run, slalom, and motocross. Info: Dan 753-1003.

NOW AT SADDLEBACK

ORANGE COUNTY'S MOTOR PLAYGROUND

Watch for

Oct. 4th

A.C.A. Motocross

HOURS

8:00 A.M.--5:00 P.M.

Closed Tues. & Wed.

Admission $2.50; Minis $1.50

SADDLEBACK PARK

BOX 2455, Orange California 92667

Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

CROSS COUNTRY RUN for motorcycles and dune buggies by Southern Nevada Off Road Enthusiasts (S.N.O.R.E.) in Las Vegas, Nev. Start at Stardust Raceway. Entry $100.00; 60% purse. Mail to P.O. Box 4394, Las Vegas, Nev. 89106. Info: (702) 384-3566.

GRAND PRIX by Four Aces M.C. at Willow Springs. Take Hwy. 14 to Rosamond, turn left and follow Rosamond to track. $8.50 entry, limited. AMA sanct. District 37 pts. Entry closes Aug. 27. Send to Gary Reichenback, 17900 Duncan St., Reseda, Cal. 91335. Post entry $50. Free admission. Info: (213) 353-9669.

INTERNATIONAL TOUR at 5th Annual Ensenada Cycle Tour. Signup Fri. 6-9 p.m. or Sat. 8-11 a.m. at Mexican Auto & Motorcycle Insurance Office, 660½ E. San Ysidro Blvd., San Ysidro, Cal. on Interstate 5. Mail entry $3.75 closes Sept. 21 to Terrapins M.C., 4010 Thorn St., San Diego, Cal. 92105. Post: $4.50.

SUNDAY, SEPT. 27

TT SCRAMBLES by Far West M.C. and Six Rivers Racing Assoc. at Redwood Acres Fairgrounds, east end of Harris St. in Eureka, Cal. Day races.

CMC MOTOCROSS at Carlsbad. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626, closes Sept. 22. Post entry $10. Gates open at 7:30 a.m.; racing at 10. 3 No. plates.

MOTOCROSS at Arlington Moto Park in Arlington, Texas. Admission $2.50, entry fee $1.50 for beginners, $3 for pro. Info: (817) 262-3825.

HARE 'N' HOUND by Firebirds M.C. at Eureka, Utah. Limed from Eureka to Jericho. Entry $5, signups close at 10:30 a.m., racing at 11. AMA and SRA sanct. Info: Firebirds M.C., Box 17, Eureka, Utah, 84628.

BENEFIT SCRAMBLES by Stockton and Golden Eages M.C.s at San Joaquin County Fiar Grounda in Stockton with all proceeds to San Joaquin Assoc. for Retarded Children. $2.50 to ride or watch. Signup and practice 8:30-11:30 a.m., racing at noon. Special side-hack race.

HILLCLIMB by Hillclimbers Assoc. at Cycle Hills, Gilroy, Calif. Signups close at 11. $2 admission plus $1 to ride. Info: (408) 262-9386.

TT RACING at Huntington Beach Cycle Park by HRA. $2.25 members, $2.50 non-members. Three correct HRA number plates or ride Expert. Signup 9-10:30. 7561 Talbert. Info: (714) 897-4458.

SPEEDWAY RACING at San Gabriel Valley Speedway, 4900 Rivergrade Rd., Irwindale, Calif. 1/5 mile oval track. Racing begins at 3 p.m.

SCRAMBLES by Yuma M.C. at Adair Park, 15 mi. N. of Yuma on Hwy 95. Practice at 11, racing 12:30. $3 entry.

SHORT TRACK-SPEEDWAY-MOTOCROSS at Austin Motocross Park in Austin, Texas, located 7 mi. E. of US 35 on Hwy 290. 1 p.m. eighth-mile Short Track and Speedway; 4 p.m. motocross. Admission $2, under 12 free. Gates open at 10. MX track open for practice Sat.

MOTOCROSS at Cyclesports Park, 2121 Harold, Houston, Tex. 1 p.m. races; $1500 purse. $2 entry. Park located 33 mi. N. of Houston on Interstate 45 on San Jacinto River. Info: (713) 523-3741. Gary Bailey MX School Sat. and Sun.

MOTOCROSS by Bushmasters M.C. at Beaumont, Calf. Take Beaumont Ave. offramp from Interstate 10. Limed immediately heading west. Virgin territory. Starting time 10 a.m. with $3.50 entry. Info: (714) 849-6181.

TT & HALF-MILE by ACA at South Bay Speedway in San Diego. 40% gross gate purse. First race at noon, pits open at 9. Info: Rod (714) 469-6092.

SHORT TRACK, lightweight, by Monterey Rams M.C. at Monterey County Fair Grounds. AMA sanct. Admission and entry $2.50. Signup at 8 a.m., practice at 9, racing at noon.

WEDNESDAY, SEPT. 30

MOTOCROSS at River Ridge, 2 mi. E of Zillar, Wash. Turn at "Teapot" service station, follow markers. $1 entry. Racing 7-dark.

TT & FLAT TRACK at Orange Co. Speedway. Gates open at 6, sign up closes at 7:30. Racing at 8. ACA sanct.

THURSDAY, OCT. 1

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TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, OCT.2

SHORT TRACK at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

SPORTSMAN SHORT TRACK by Westside Eagles M.C. at Turlock Fairgrounds, Turlock, Cal. Sign-up 4:30-7 p.m.; practice 6:30-7:30; racing at 8. $2 admission or etnry. Info: (209) 537-2426.

HALF MILE RACES at Ascot Park. New rooster tail track. Adults $2.95, Juniors $1, under 8 free.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SCRAMBLES by Hi Hats M.C. at Vallejo Speedway. AMA sanct. $2 per rider per bike. Class C traction. Signup 5-6:45 p.m., practice 6-7, racing at 8.

MOTOCROSS at Hangtown Speedway, El Dorado County Fairgrounds, in Placerville, Calif. Trophies for Jrs; cash for Srs. Signup 5:30 to 7 p.m., racing at 7:30.

SATURDAY, OCT. 3

SCRAMBLES by Hayward M.C. at Hayward Speedway.

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy 71 in Elsinore, Calif.

SAT. & SUN., OCT. 3 & 4

INDIO TOUR by Pacific Coasters M.C. and the Indio Chamber of Commerce at Riverside County Fair. Mail entry $3.50 closes Sept. 27. Post $4. Under 12 is $3. No official start, no check points. Finish and sign-in at National Date Festival Fairgrounds, Hwy 111, Indio, Cal. Mail entries and info: Pacific Coasters M/C Inc., 4236 Feather AVe., San Diego, Cal. 92117.

(Please turn to pg. 26)

Another First For CMC Thursday NIGHTS

MOTOCROSS

Every Thursday

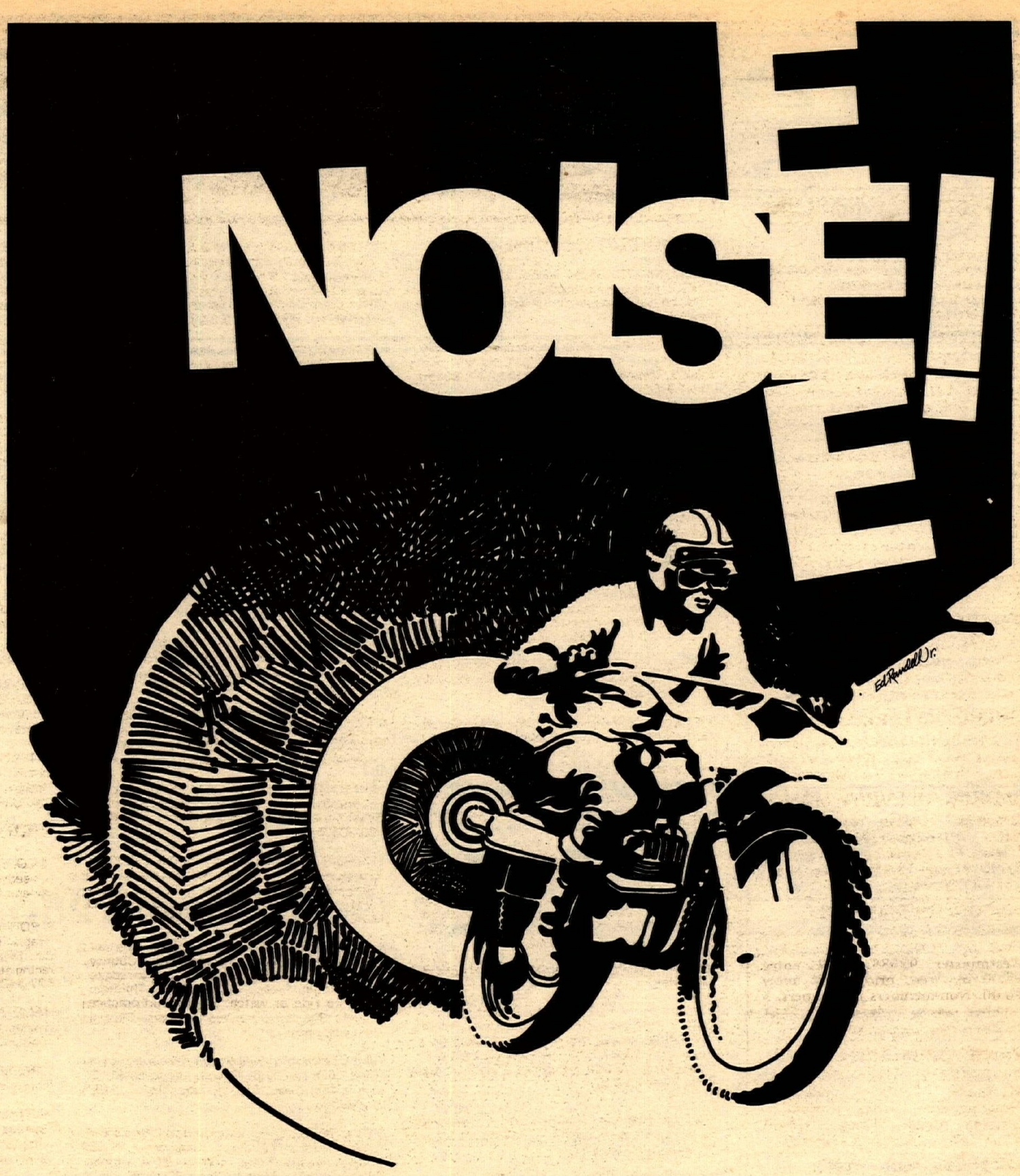
$400. purse

Pit gate open 4:30 pm
Pit gates and entries close 6:00 pm
Gates open 5:30 pm
1st race 7:00 pm
CMC membership
3 large readable # plates

ASCOT PARK

183rd & VERMONT OFF HARBOR & SAN DIEGO FREEWAYS

NOISE!



Unless a sudden, drastic reduction of noise happens soon, there won't be a single place left where we may ride.

By Charles Clayton

Wherever I try to dirt ride anymore, it's no time hardly until the black and white car or helicopter settles before me and the guy behind the sunglasses, half apologetic, half uptight, is only doing his job.

"You gotta clear outta here. No motorcycle riding."

They see I am not going to give them any lip. They are sorry, but the citizens are calling the station, demanding the cops put a stop to anyone they see or hear riding in the vast, vacant acreage near Los Angeles.

Lately I'm getting more elbow action from the long arm of the law than your average criminal. The officers tell me they'd rather be out chasing crooks than doing this, but orders are orders. "Isn't there some organization of bikers," they ask, "to put pressure on the politicians to get you some place to ride?" No. The complaint calls are increasing and the cops hate to waste time stopping our fun, "but the people don't want noisy motorcycles near their homes."

Noisy Motorcycles. I have a cheap silencer on my stinger, but I, too, have had my teeth set on edge by the blare of wide open exhausts running down my street, waking the baby. I've gone so far as to lay in wait for the noisemakers, flag them down and try explaining to them that, while I love and make my living from motorcycles, even I feel an urge to call the cops when one unmannerly bastard who thinks he's John DeSoto shatters my peace with his pipes.

While the riders thus lectured had every reason to tell me to go to hell, none did. Instead, each apologized in his own way and never troubled my eardrums since. This leads me to believe that motorcycle enthusiasts don't consciously set out to annoy people by their noise, but simply are unconcscious of the distress that they are causing others. Worst of all, they are not even aware of what their noisemaking is costing themselves.

Unless a sudden, drastic reduction of noise happens soon, there won't be any more places where we may ride motorcycles.

Noise is the enemy. We fun riders have more reason to resent the "noisy motorcycles" than anyone else, for they not only rattle our gourds with their racket, but we even have to bear the blame. All motorcycles and everyone who rides one or ever hopes to ride, pays for the noise through the nose.

Being thrown out of public property — not for disturbing anyone's peace yourself but because someone's peace was once upon a time disturbed by a noisy motorcycle — isn't the only way we pay.

Add up the high price of hauling our bikes to farther and fewer rides, the declining value of our riding investment as we find it harder to use, and the hidden tariffs of hatred tacked onto our taxes (for we must pay the very police who have to harass us). Added up, it comes to more than what a good, effective silencer would have to cost, if there were such a thing available.

Trouble is, the market demand for mufflers is heaviest in the very loud, phony-racer models. Probably the manufacturers, distributors and dealers who rake in their profits on the sale of shorty mufflers, open pipes and tiny megaphones don't even know that they are cutting their own throats. All they can see is a product that costs a dollar to make and sells fast for $12.95. So what if the motorcycle is repressed out of existence for being noisy? I wonder if they ever think of that.

The public is, of course, to blame. We pry out the baffles and buy those racy-sounding pipes. Not that we want to shake up the neighbors, but because of our conscious or unconscious desire to ape the racers.

I don't know how to change motorcycles from noisy to quiet. But I know that it must begin. And so I hope that by spelling out the problem here, ideas may be generated, and carried through to a more peaceful world.

It would seem that the dealers, etc. have the most to lose in this anti (noisy) motorcycle situation. And they would also gain the most (in profits, community respect, etc.) if they came up with the solution.

It could be as simple as a gun silencer and cheap as a baffle.

Unfortunately, the Maxim patent covering the principle of the gun silencer is considered Top Secret by the U.S. Government, lest it fall into the hands of criminals who might make silencers and commit murder without being heard. If we had a Hiram Maxim in motorcycle accessory design, or someone was clever enough to re-discover the principle of his silencer, it would allow the gases to exhaust unimpeded while trapping the loudest report and convert it to a whisper. A renegade gunsmith once told me Maxim's secret, but I've forgotten it now. It had something to do with spiralling the sound.

Whether we'll give up our noise and accept any silencing device, no matter how perfect, depends on what the racers do. The thought of racing without roaring pipes isn't easy to accept. Yet, I have witnessed virtaully silent production road races and found the lack of deafening sound exhilirating.

The machines seem fast as jet planes. You see them before you hear them. The convenience of carrying on conversation during the race is a new experience that I recommend if you ever get the chance to try it. Let the crowd do the roaring, the bikes are there to race.

Probably the campaign to kill the noisy motorcycle image before it kills motorcycling would succeed suddenly if AMA rules required silencers for all racing except straight-line record attempts. Overnight the market for similar silencers would skyrocket. Everybody wants to sound like a racer.

That would leave only the problem of what to do with all of the outmoded noisemakers left lying about. Since this is a disposal problem outside the scope of my experience, I can only suggest that we collect them all in a central location and help them up for all the world to see — that you can't call them "noisy motorcycles" any more.

cycle news

"American's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

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voices

CMC & CYCLE NEWS

We buy Cycle News every week, and think it's great.

Where's the coverage on all the great CMC events?

BRENTON RHOADES
San Bernardino, Calif.

I am writing this letter in regard to your lack of motocross coverage. Over the past few months your paper has almost quit covering motocross events. What's the matter? Are you getting too "big" to handle C.M.C. events or are they just too heavy for ya.

MARK HUTCHINS
Garden Grove

As of this week my family and I are boycotting your newspaper; especially after purchasing this week's paper and finding NO pictures and NO results of any of C.M.C. races last week. How come?

We go to all C.M.C. races and I think they are the finest; run by the best organization there is.

We go to support our two sons, No. 557 and No. 621. And No. 607, No. 237, No. 544, No. 545, No. 584, No. 289, No. AM, No. CF and No. 365. Plus a couple more riders we like No. 11 and No. 1.

Most of the above numbers are from our own immediate area and take their motocross racing very seriously.

How's about a little in person coverage of our motocross races.

We think 300 regular riders and a couple thousand spectators is worthy of news coverage. Our local papers have tried to cover us some but we depend on your newspaper for most of our support.

I'm glad Tim Hart thought enough of us to come and join us at Ascot and Carlsbad for the first time since his accident; bur who else will even know he came out.

Have always enjoyed reading Cycle News from cover to cover but will decline to purchase one from now on until —

Hope to see you at Saddleback Park Sept. 20, we will all be there.

MR. & MRS. G.E. VAN DELLEN
Fountain Valley, Calif.

Due to personal difficulties, the correspondent assigned to last week's CMC activity was unable to cover the events. However, it might be well to note that with the increasing number of motorcycle events it is becoming logistically impossible for this publication to cover each and every race. In the future, coverage of races with limited appeal is likely to be confined to results. We will, however, attempt to provide our readers with the most up to date information possible concerning their sport...ed.

MORE PROSPECTING

After riding the Prospectors Motocross at Bay Mare on September 13, I feel that the Prospectors should stay in the desert with the dust and snakes and throw enduro and desert races, because they obviously do not have any knowledge on how to throw an A.M.A. points Motocross. I am sure 80% of the 125cc Novice class will agree and quite a few of the other riders.

To list a few of the dumb things done and of the A.M.A. rules that were broken:

1. 95% of the people didn't even know there was to be a District 37 race until Wednesday or Thursday when Cycle News came out, thus making mail entry impossible (Article XI, Sect. 5). (It helps to have the race in the paper a week ahead of time.)

2. No riders meeting, except for a few words from Tex Myers, who is a member of the I.R.E.

3. No lottery for starting position (Article XI, Sect. 4).

4. 98% of the 100cc in one division with five 125cc in same division.

5. Only two Motos allowed for 80% of the 125cc Novice, with three Motos for other divisions. This doesn't seem fair because we paid our $5.00 to race and get points and should be entitled to them.

6. Trying to get the riders on the start line to put both feet on the ground.

If the riders know these rules, the promoting club should certainly have knowledge of the A.M.A. rules concerning the races.

To say something good, I feel the track was in great shape as it always is because I.R.E. does a good job.

WAYNE RICHTER No. 295
Canoga Park, Calif.

A NEW DAY FOR TULARE

Please be advised that the Visalia Ramblers were not in any manner associated with the Tulare Half Mile national event of August 1, 1970, that was cncelled due to poor track preparation.

The Visalia Ramblers will be presenting their 12th annual A.M.A. Sanctioned Tulare Half Mile Class "C" event (4 star) September 26, 1970 at 7:00 p.m.

We hope the improper track preparation of another promoter, will in no way reflect on our annual event held at the same track in Tulare.

We will have the track reconditioned and race ready for the night of our event.

DICK CONWAY, Secretary
Visalia Ramblers

CHECK SWIM?

It looks like we must give the Checkers M.C. another chance. In spite of the bad taste left by one of their most recent events, the run to the river holds promise of a good thing. One thing: If you take a look at their poster, it shows the finish as being on the Arizona side of the river. Anyone for scuba gear?

E.N. DOVER
Whittier, Calif.

Arberg, Kring In Crash

BOLLNAS, SWEDEN, September 14, 1970 — Bengt Aberg and Arne Kring escaped injury today when the light plane in which they were traveling crash-landed on the highway. The plane collided with a car on the highway, killing the driver. The pilot of the plane and a journalist who was traveling with the pair were unhurt. The racers were on their way to Aberg's home in Bollnas, Sweden when the accident occurred.

Speedway Title Race

COSTA MESA, CALIF., Sept. 21, 1970 — One of the biggest evenings of Class 'A' speedway racing is slated Friday night, Sept. 25, as 16 riders battle for the coveted National Speedway Championship for 1970 at the Orange County Fairgrounds stadium.

Racing gets underway at 8:15 p.m.

The former speedway champs, defending 1969 titlist Steve Bast of Van Nuys and 1968 champ Rick Woods of Huntington Beach are among the qualifiers for the big evening of racing. Expected to form the bulk of the challenge to Bast and Woods are two Orange County area riders in first and fourth position in the current Costa Mesa point standings: Bill Cody of Garden Grove in the top slot and Larry Shaw of Fullerton. Topanga rider Sonny Nutter, holding down second in the current tally, is also among the small, select group of racers with an excellent chance for the number one spot.

The rest of the qualifying field, not necessarily in order of their season positions, includes: Mike Konle of Granada Hills; Stu Morley, Topanga; Mike Bast, Van Nuys; Larry Heinselman, Culver City; John Fishburn, San Diego; Dennis Gildehaus, Canoga Park; Jim Gresham, Sherman Oaks; Scott Autrey, Bellflower; Jimmy Nicholson, Northridge; Bruce Haserot, Torrance; Harlan Bast, Van Nuys.

Gould Wins 250cc Title

MONZA, ITALY, September 13, 1970 — Rod Gould won the 250cc world road racing title today in a fierce race that even momentarily diverted the attention of the Italians from their beloved Ago Agostini. Although he had had a good lead, Gould did not have the championship clinched until he beat Kel Carruthers, the indomitable Aussie, at this high speed oval in Italy. To further complicate matters, English Ace Phil Read kept constant pressure on both Carruthers and Gould, finally finishing third.

For 27-year-old Gould, the Italian race climaxed nine years of effort in road racing. Kel Carruthers, reigning champion, was not a threat until very late in this series. Finally, he had to win this race in order to remain in contention and, had it not been for Gould, he would have done just that.

The first three bikes lapped the Monza circuit at over 115 mph and their final average were less than .1 mph apart at the finish. Carruthers was almost last off the line and, in sparkling attempt to grab the championship, he worked his way up and took the lead which he held for six laps. But then he chose the wrong line through a curve and Gould took over and held the lead until the end.

In other races of the day, Agostini won the 350 and 500cc events. He has won the championships in both of these classes without serious contention. A. Neito won the 125cc race, bringing him to third spot in the points standings. D. Braun leads in that class.

Geboers On Suzuki

LA MESA, CALIF., Sept. 15, 1970 — Sylvain Geboers, famed Suzuki rider from Belgium who is now tied for first place in the 250cc World Championship, has, according to Edison Dye, sent him a letter stating he will be in Atlanta on Oct. 25 to compete in the Inter-Am Series.

In the controversy whether or not Geboers can ride in the series, U.S. Suzuki has stated to Dye firmly that Geboers will not ride in the events. They also state he will not take part in the events planned by Suzuki. However, Dye has in his possession stamped Belgium Motor Federation entry forms for all the Inter-Am events which Geboers has agreed to take part in.

Geboers is scheduled to ride a Suzuki, but if the factory refuses to furnish machines, Dye will request interested distributors or factories who would like to have Geboers ride their machine to contact him at 4790 Palm Ave., La Mesa, Calif. or call (714) 460-1281. Dye has been threatened by U.S. Suzuki with legal action if he continues to use their name in the advertising. Dye states that he has no connections or any business dealings with U.S. Suzuki. However, he does have in his possession seven signed entry forms by Geboers in his own handwriting in which he states he will be riding a Suzuki in the 360cc category.

Saddleback Int'l Moto-Cross, Dec. 6, 1970

INTERNATIONAL MOTO-CROSS
4790 Palm Avenue La Mesa, California 92041 U.S.A.

PROMOTERS OF THE
INTER-AM INTERNATIONAL MOTO-CROSS SERIES

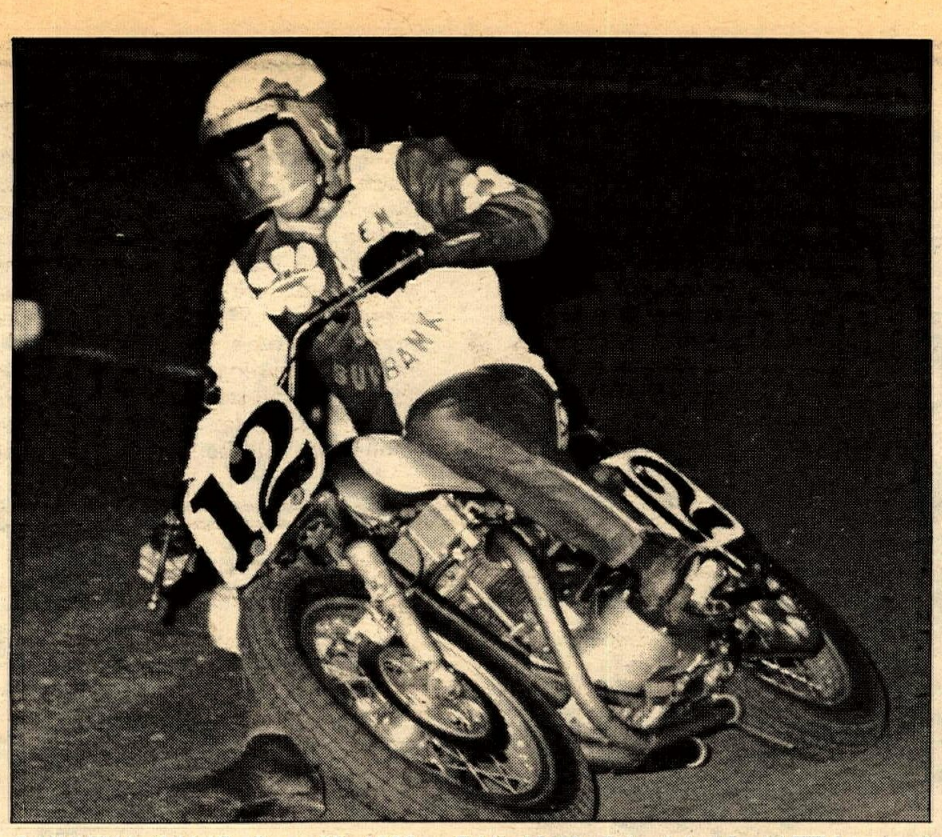
THIS FORM, COMPLETE AND LEGIBLY FILLED OUT, MUST BE MAILED TO INTERNATIONAL MOTO-CROSS, 4790 PALM AVENUE, LA MESA, CALIFORNIA 92041.

Name of Entrant.....Sylvain Geboers.....Country....Belgium.....
Address....43...Rozenberg.....City...B 2400 Mol.....
Make of Motorcycle....SUZUKI.....Class..360cc.....
International Competition No..25525...Issued By...F.I.M.....

I understand that I must have an FIM International license in good standing to be eligible to ride in the 500cc Senior International Event. (If entrant does not have this license,

ENTRY ACCEPTED BY INTER

(Please turn to pg. 33)



GARDENA, CALIF., Sept. 28, 1970 — Eddie Mulder is back in his old TT form and nearly unbeatable. The long time veteran and TT star is back on the win groove and the high point Expert in the once a month Ascot TT events. Riding the Love Bros. Triumph, Mulder nearly swept the boards but was turned back in the Torphy Dash by Mike Haney for his only loss of the night.

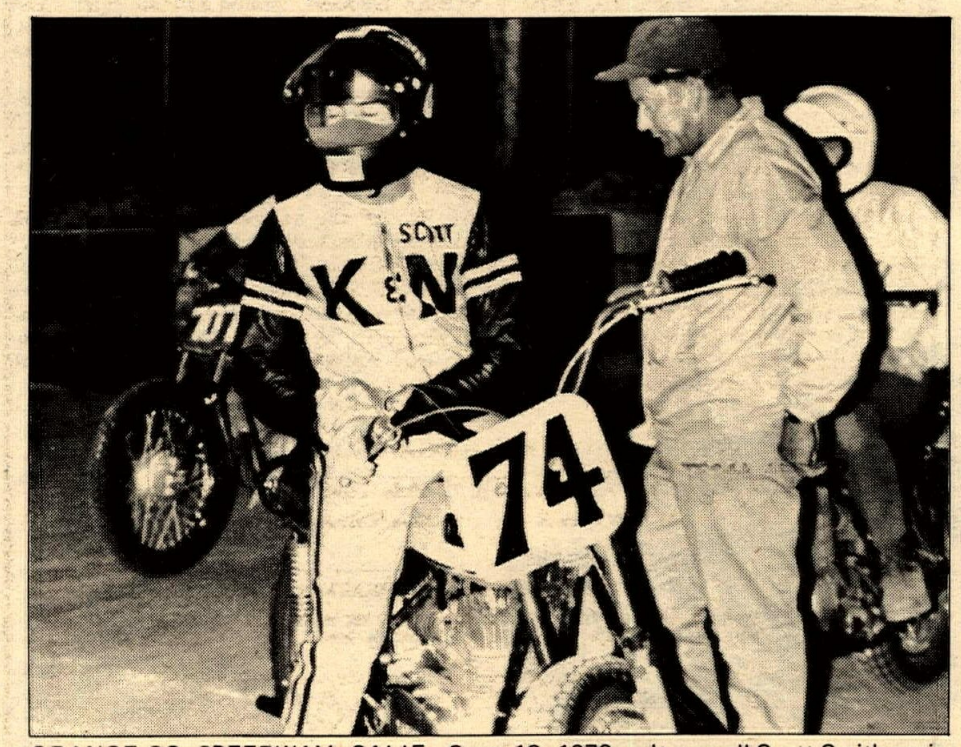
Haney won his second dash of the year as the four fastest qualifiers, Mulder, Rockwood, Dorsch and Mike squared off in the two lapper for the trophy.

Gary Scott dogged Kenny Roberts for seven of the eight laps in the Novice final before he took over and won the 250cc Main Event on a Bultaco.

The Harley sidehack team of Hummer and Gulbranson was the easy winner of the ten lap sidecar race that found the largest number of hacks ever at Ascot.

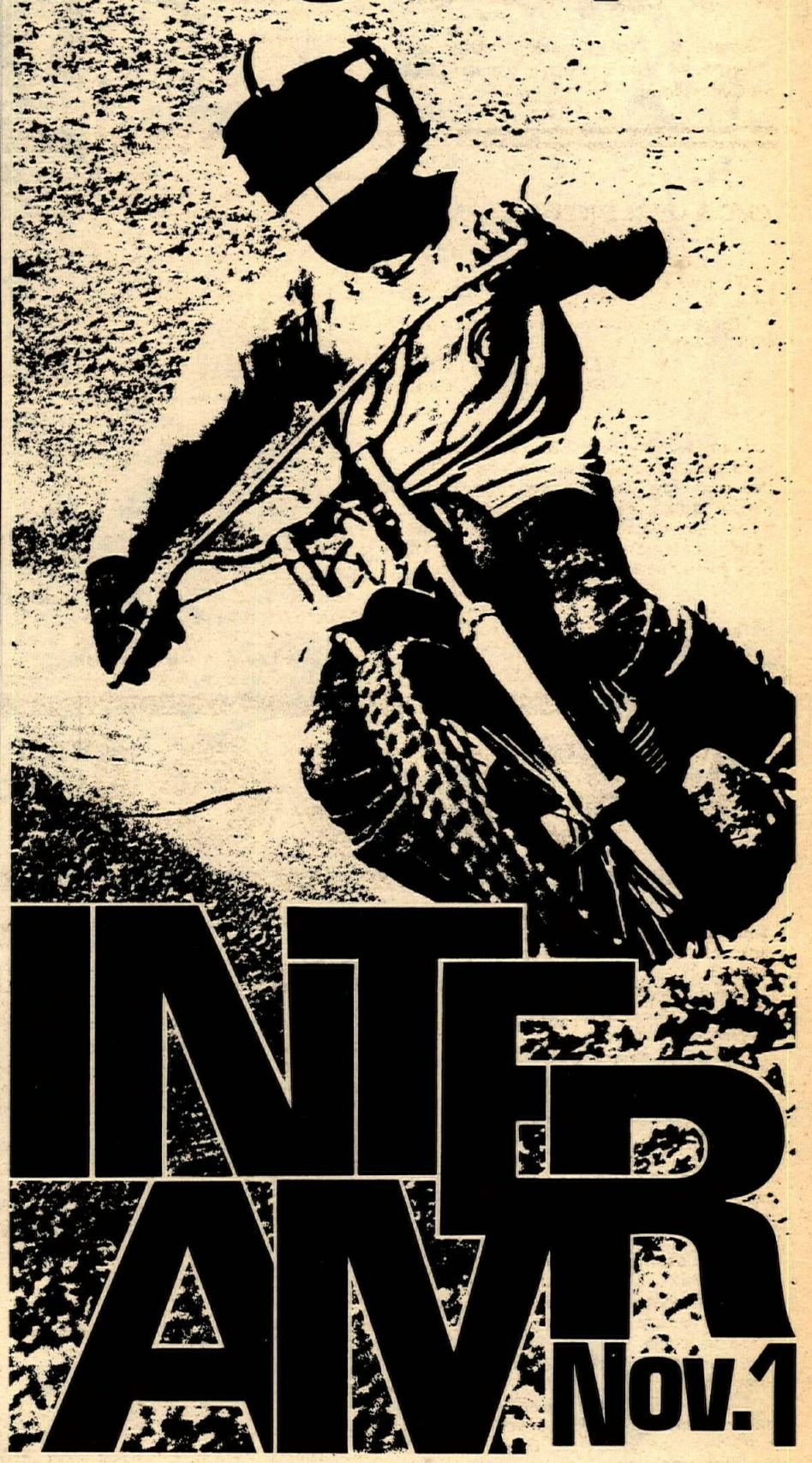
TT racing continues to run at Ascot on a once a month basis and will return the second Saturday night in October.

DEADMAN'S POINT, September 20, 1970 — There was great racing at D.M.P. this weekend with fine weather and a well-prepared track. The 250cc class saw some of the best action of the day with Jim Hoover and Jerry Willmon tangling in their efforts to win the class. These two usually do well but not today! Ron Peterson was in the right position at the right time so he got the win, while Rex Staten got second. Bud Feldkamp won the open class. Next race on October 4th.



ORANGE CO. SPEEDWAY, CALIF., Sept. 18, 1970 — It was all Scott Smith again tonight as the dominant Senior here pushed his way to five more first place finishes in TT and Short Track races. John Issacs was the only rider to secure a win from Smith. In Jr. action, Robby MacEwen showed his colors to the rest of the pack by winning both the 250cc and 350-Open Short track showdowns. There are six dates remaining in the HRL Lubricants "Challenger Series '70". Story and photo by Rich Hoffman. (Results on page 22.)

Los Angeles Grand Prix



INTER AM Nov. 1

AMERICA'S ONLY INTERNATIONAL GRAND PRIX SANCTIONED BY F.I.M.

Classes to be contested: 125cc National (U.S. riders only, no Europeans)
250cc National
500cc National (Junior)
500cc Senior International

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Europe's Top World Champions Competing Against America's Top Motocross Racers

YAMAHA-VESCO RIP

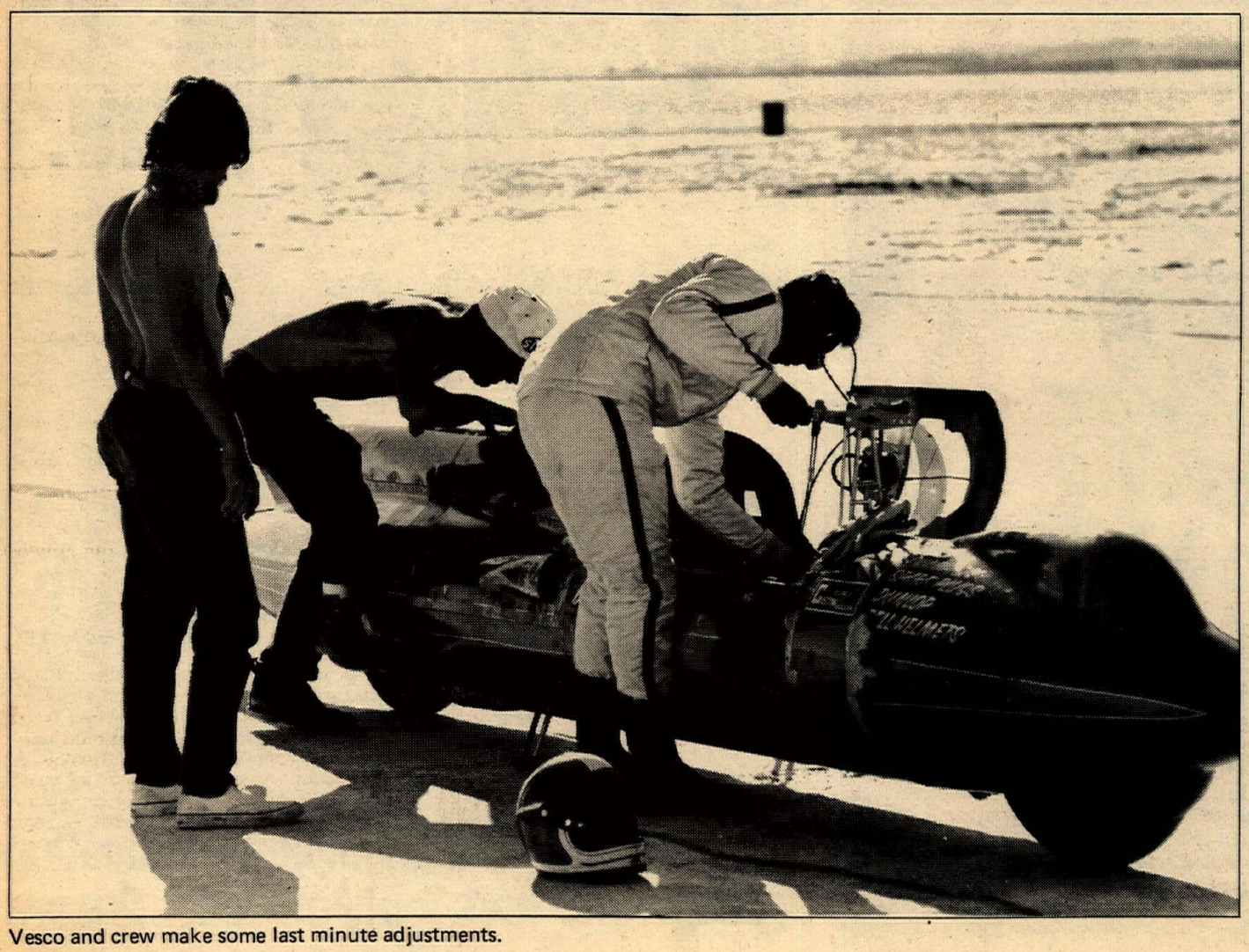
More than three years of preparation went into the record run.

By Bruce Flanders

BONNEVILLE, UTAH, Sept. 17, 1970 – Don Vesco today became the fastest motorcycle rider in the world, as the soft spoken and methodical racer from El Cajon, Calif. blasted his twin, gas powered, 350cc Yamaha streamliner down the salt flats at an incredible two-way average of 251.924, adding more than six miles an hour to the four year old record of Robert Leppan.

Vesco had spent more than three years perfecting his big machine to the point where it has now officially eclipsed the existing A.M.A. mark set by Leppan in 1966 at 245.667 MPH. Leppan's mark was established with two 650cc Triumph (1300cc total) on fuel, while Vesco's record was on certified pump gasoline. It boggles the mind to think of the potential this machine would have on some exotic blend of hero juice.

But Don isn't that sure about the use of fuel. "Whenever I go roadracing I'm accused of using fuel". "Actually, I get all the horsepower needed on gasoline and haven't even started playing with fuel." The fact that he can go 251 MPH on gasoline bears this out. And as if it weren't enough to have already put away the ultimate land speed record for motorcycles, the next day Vesco disconnected the interconnecting chain between engines and proceeded to pop the 350cc records out of sight. He pumped the 350 fuel streamliner record to 193.756 MPH, then turned around and shot the gas record to 197.813 for the two way average. It should be pointed out here that he did not remove the other engine and was pulling the dead weight of the other motor. He later said that next year he would like to put the 350 record over two bills, and we don't doubt he'll do it for a minute.



Vesco and crew make some last minute adjustments.

"Big Red", which is Norma Vesco's nickname for the streamliner (no relation to the nationally franchised cesspool pumping outfit) still had the scars from sliding through the traps at 252 MPH during Bonneville Speed Week. A tire failure, after an obvious strong run was the cause of this magnificent unload. It was determined by the Vesco crew that it must have been a slight imbalance in the tire which created a harmonic at top speed, thus terribly overloading the tires on their sanitary scooter.

Tires are always a problem at Bonneville, no matter how fast you go. But once the 200 barrier is passed, the tire problem increases geometrically in proportion to the speed. Dunlop tire (England) was the most receptive to Vesco's worldwide cry for help to tire manufacturers, providing more than enough tires for his successful assault of the record.

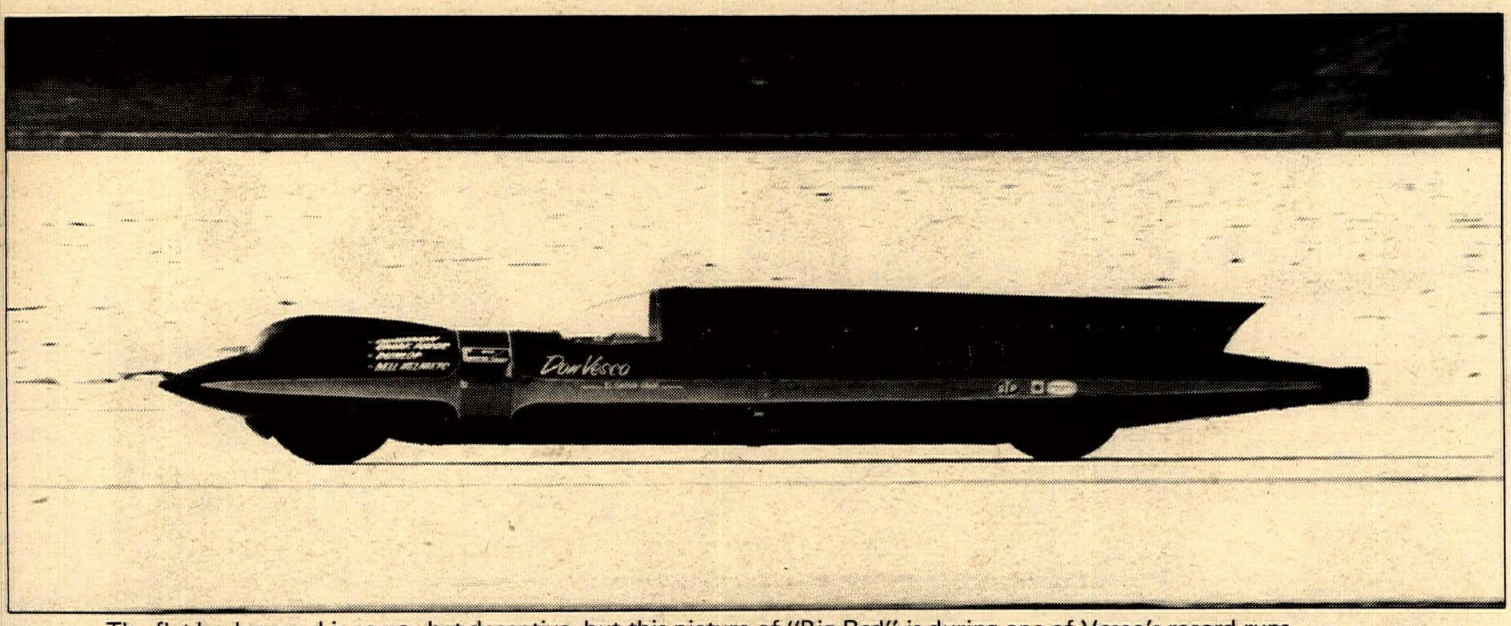
Vesco said he is also indebted to Custom Machine for the mag wheels, which, he pointed out, add immeasurably to the stability of his rig at high speed. These wheels, he not-too-subtly added "can be ordered through my shop in El Cajon."

One of the happiest crewmembers on the salt was Bob Westbrook from Santee, Calif. You may remember him from the abstract picture of a competition BSA during our speedweek coverage. Bob was the right hand man who helped from the early days of construction on "Big Red". He can now also lay claim to having produced the world's fastest expansion chambers. This is a sideline with him and may soon be a full time business, especially when people find out about his reputattion for specailty applications.

For those of you that dig details, the engines are "practically stock", 348cc Yamaha roadracing engines. The coupling is by chain in the normal drag bike tradition. The transmission is retained in the rear case with nearly normal, 5-speed roadracing ratios, with the front trans "sawed off". The skin started life as a belly tank from a USN F9F jet aircraft, with aluminum modifications. The parachute is by Diest of drag chute fame, with very neat steeing being provided through a center kingpin device.

The horsepower produced by the double is apparently a secret because all Don will do is scratch his chin and

250 MPH BARRIER



The flat background is somewhat deceptive, but this picture of "Big Red" is during one of Vesco's record runs.

The sleek streamliner skin began life as a Navy jet plane.

This is the natural gas rocket car that rented the salt and let Vesco bring "Big Red" to Utah for his record run.

tell you what RPM he turns, thereby changing the subject. He does at least tell you that it turns around 10,000 through the traps.

A frustrating week was spent at Bonneville during the regular speed where Don set his gas record at 240. But it was the ultimate record he wanted, the big one. And as far as he was concerned, that was the only record that mattered this year. So he came back some three weeks later and did exactly that.

It should be mentioned here that acquiring time on the more than 200 square miles of Utah-owned pool table flat salt is no mean feat. The key word is "politics", and, of course, it helps to have already gone 240.

First Don had to get permission from the prime renter of the salt for the week in question. This renter happened to be Champion Spark Plugs and Don just happened to run Champs. The people in the PR department were more than happy to let him run. The only problem was finding the proper people to contact.

The next problem was arranging with the "Blue Flame" rocket car, who had rented the salt, to see if they would allow some poor lowly cycle a few passes on the salt. With that accomplished – after some help from Champ – the only requirement left was to arrange with USAC and then A.M.A. to have proper representatives on the salt. Don, with Bob Westbrook helping, made all these concrete arrangements.

Now all he had to worry about were the variables, such minor things as weather and engines.

Weather was lousy on Monday, the first day he was allowed to run. The wind blew and the AMA rule for safety requires less than 6 MPH. Don's own rule is 5 MPH, unless it is a tailwind. Basically, we all waited.

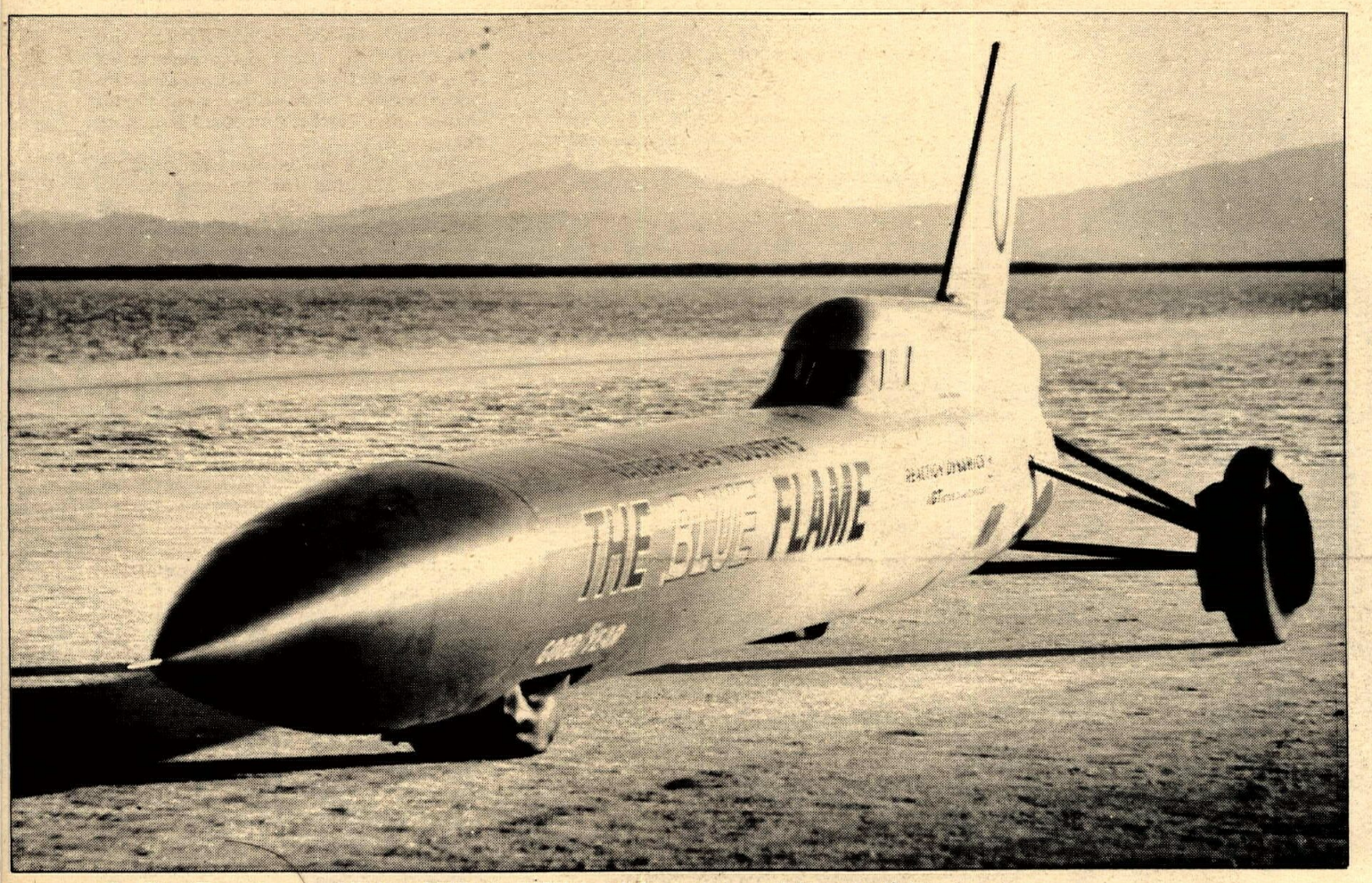
Then on Tuesday, Vesco made a few passes and found the balance problem in the new wheel. The vibration started in at a little over 200 MPH. Again he stopped running and started waiting.

Wednesday was spent weighing the possible alternatives. (We sat and watched the Blue Flame make one run.)

Thursday morning found the boys balancing the tires in the crude, old fashioned way. That in itself is a difficult thing to do with mag wheels. This method involves small weights glued in place at the light point, spinning the wheel and repeating the process. Apparently it worked because the next run was 249.965 for one direction. When informed of this at the far end of the salt, Don said that it felt really good and he was ready to return and put the record away.

The return was a fantastic experience and the most exciting part was the betting pool going around the timing stand. Actually the return was a beautiful 253.897 pass for the new record average of 251.924 MPH.

That same night, after some small clebrating, Don hit the local casino for $200 in jackpot money from one of those giant one arm bandits; you know the one the casinos put near the front door that takes dollars and should have sucker written across its monsterous 5 foot front. Anway September 17 must have been his lucky day, for he is now the fastest motorcycle rider in the world.



The Blue Flame has capabilities of 600 plus MPH, but it has yet to reach its potential.

RIDERS FLOCK TO SADDLEBACK SCRAMBLES

Story and Photos by Dave Swift

IRVINE, CALIF., Sept. 20, 1970 – Saddleback Park looked and sounded like a gigantic beehive Sunday. Hundreds of bikes buzzed over hills and around the mini-bike course, or participated in a motocross. In the middle of it all, the Sportsman M.C. gave riders a chance to scramble for some more of those District 37 points.

Saddelback's scrambles course was quite fast and dry; the little bit of mud that lay around in the morning quickly vanished from under the beating sun and beating knobbies. The only bad spot consisted of sand and a fast loft, which did eventually contribute to a nasty spill by at least one rider.

The spotlight first goes to Novice Bob Hofford. He brought both his 175 Yamaha and 250 Bultaco with him. Although he had two races during each set, back-to-back, he finished every one in no less than first place. Richard Trait, the only rider to put Hofford in second during a race, took second overall. Curiously, all five riders finished in the same positions in each race.

Mr. and Mrs. Jim Connolly took home three trophies between them. Jim took first in the 500 Am-Expert and second in the 125 class. Diane Connolly won the last two motos in the Powder Puff. Unfortunately, this event came off more as a novelty than an actual racing event, probably because the machines were quite diversive in displacement. At any rate, no one seemed to want to pass anyone else once the race got under way. Ginny Bird, winner of the first moto, took second overall. Third place went to Georgia Oldenbrook. The 650 Am-Expert contest ended in a two-way tie for first, and came rather close to being a three-way tie.

In the first moto, BSA mounted Chet Bert crossed the wire first, followed by Art Amarillas and Richard Marguez, both on Triumphs. Next round, Marguez beat the pack, followed by Bert. Amarillas finished sixth with a sick Triumph. On the third moto, with his bike feeling better, Art barely beat his buddies in a close finish. With the points totaled, Bert and Marguez both were on top, and Armarillas not far behind.

Bert also took second in his 250 Bultaco in the Amateur-Expert race. First went to Danny Hockie riding an Ossa.

Novice David Harvey and George Gillespie swept their respective events with three wins. Harvey overshadowed his opponents on the 650's riding a Norton. Gillespie, on a 125 Yamaha, never gave up first all the time he was on the track.

A few riders crashed throughout the day, but no one seemed seriously hurt. There was one spectacular spill which did cause quite a bit of anguish on the part of both the rider and the sponsoring club.

Karl Wilson was riding hard with the rest of the pack in the first moto of the 250 Novices. He lost control momentarily on that tricky spot and went into the wall. Going further out of control, he crossed the track, went down a slight embankment, and hit a small mound of dirt. He and his Bultaco were launched several feet into the air and his bike came down on top of him. On rider stopped to assist Wilson as he lay motionless. Spectators waved and shouted towards the ambulance but the attendants wouldn't move.

Long minutes later, young Wilson slowly made it to his feet and, quite dazed, found his way to the pits.

Later, one of the ambulance attendants said that he had seen the crash, and said, "I see guys fall on their asses every week-end. They're not hurt – just got the wind knocked out of 'em!" (The attendant's view did not afford him a view of the complete crash, merely the first part of it.)

Fortunately, Wilson didn't seem to be in need of immediate hospitalization after all, but the fact that the ambulance never budged, despite the frantic efforts of the sponsoring club, brings the attendants' competence into question.

Word has it that the owner of the ambulance company has personally involved himself in this matter. Let's see what happens.

There is also a rumor going around that the owner of Saddleback is a bit disappointed in the turnout for past AMA events of this type. Hopefully, the situation will improve along with the education of two ambulance attendants.

(Results on page 22)

Huskies with Viking Oil Dominate Baja.

Even the high speeds of Baja couldn't break down Viking Oil.

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1st-Silverthorn & Fetty (Husky)
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California Enduro Riders Assn.

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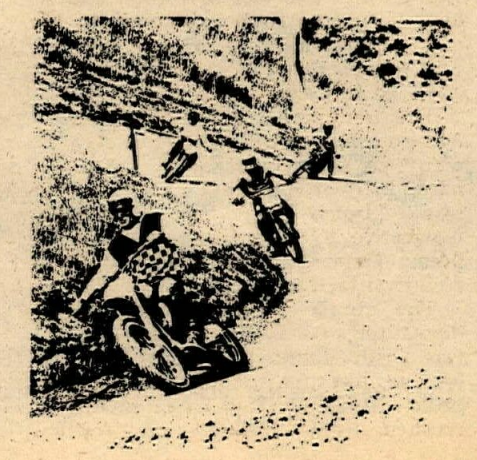
In world famous Big Bear Country, limed from Lucerne Valley. On Hwy 18 East of Victorville, Cal. Classes for A.B.&C. riders, souvenir pins! Finisher awards! Entry fee $10. Post entry $15. C.E.R.A. members deduct $2. Team entries add $1 per rider, and mail together. 3 make a team! Post entry closes 5 A.M. Oct. 4th, 1970. Mail entries to C.E.R.A. Box 2102, Cypress, Cal. 90630.

Drawing for position to be held at the Safari, just east of Brookhurst on Lincoln, in Anaheim on Sept. 21st, 1970, a Mon. night at 8 P.M.!

Important

All entries must be accompanied by two (2) legal size, self addressed, stamped envelopes!



Sea Breeze Acclaimed MX Sensation

By Maureen Lee
Photos by Gene and Maureen Lee

SAN CLEMENTE, CALIF., Sept. 20, 1970 – There's a new motocross circuit in Southern California and is it ever a good one! The Jackrabbits held their motocross at Seabreeze Park on a course that no-one has used before.

The circuit has a lot of off-cambers to it (which makes for a tricky riding if you're not going fast enough), and a couple of good downhills, including one long one terminating in a left hand hairpin into a wash. It's a tough one but a good one. How tough? Harder than Saddleback most riders thought. One said, "I hope to tell you it is," but most of them liked it. It's very wide so passing isn't a problem and it doesn't develop a groove, even with watering between races.

The spectators have excellent conditions including almost a full view of the track from a hillside and from off course. The wind from the ocean keeps things cool and the dust blows away from the pit area and the spectators.

On behalf of the Jackrabbits, we aplogize to the riders. The club promised, but didn't come up with any results so we can't identify a lot of the riders who should receive credit. This was the clubs' first motocross and they pulled it off smoothly, using a rubber band start which certainly eliminated any cheating. The rounds were gotten off in time and everything ran smoothly except for those results. Please guys, you know by now the papers are going to be present and need results for a Monday deadline!

We wish we could give credit by name to the Open Novice rider No. 463 on a Maico. He really had a day for himself. In one round his kickstand was banging around under his machine, he had the lead several times and always dumped it somewhere, usually on one of those off-cambers but got back up and into the running again. We've got a feeling he's going to win it next time out there.

John Rice (Sachs) won the 125 Amateur-Expert class in spite of goind competeley over the handlebars at the bottom of the long downhill. There was a girl riding in that class too, finishing all three rounds. Joan Wilson (yep, she's Jim's sister and it shows in her riding) was out putting some miles on her new Puch and she did really well.

The 250 Expert class was a wild one. David Aldana (Ossa) put in some motocross practice for the up-coming AMA motocross series and entertained the crowd with a series of crashes from which he bounced up and kept on going. The Ossa's throttlecable came adrift in the second round and it was into the pits for him. Roger Fleming (C-Z) could be the eventual winner, and Steve Goldberg was always right up there but he got involved with Aldana a couple of times. Motocross steward Dick Camp rode his Bultaco to what looks like a fifth place, and he too liked the course but admitted it was hard work. Pieplate rider "B" also did an excellent job.

John Maynard on a 500 Maico lost his gear shift lever in the first round but luckily it was found and he was able to continue. That bike of his is ferocious but he says it's easy to ride. We think rider No. 59 on another Maico is the winner (sorry we don't know your name) because he was flat flying and has to be right in there in spite of dumping it on the third round. Still another Maico with Jess Goldberg aboard was running third or fourth so it was a good day for the German machines.

Once again, our apologies riders. Maybe some of you can lean a bit on some of these slow clubs because they too have an obligation to you to get the results out so everyone can benefit from the publicity.

Anyway, it looks like Southern California has got a very welcome new addition to its motocross circuits, and we'll guarantee one thing...ride this one and if you didn't know how to handle fast off-cambers, you will after riding a few laps!

Hill Killed In Desert Race

By Ron Schneiders and Invader Vickie

Although most people like to forget it as much as possible, the fact is that motorcycle racing is a very dangerous sport. This was brought home with shattering impact this Sunday in the desert when nineteen-year-old Checker, Don Hill was killed while racing to the smoke bomb at the Cactus Cat's first annual Hare Scrambles. As far as can be determined the front axle of Hill's motorcycle sheared in two places, causing the bike to go end-for-end. The young expert was riding fast but apparently was not on a dangerous stretch of ground. He died very shortly after the crash.

This was the Cactus Cat's first race and, except for the freak accident in which they can in no way be faulted, the race was an unqualified success. They chose a wide open area of virgin desert and used the increasingly popular LeMan's type start. It was delayed a few minutes by the rider's reluctance to get more than 6 feet away from their bikes but when the banner did drop the bikes were off very evenly. One observer reported that, half way to the smoke bomb there was an even line of about 100 bikes abreast of one another, and that a rider with a number in the 400's was leading! This didn't last long though. Potent Tom Poteet soon took the lead and stretched it to something over two minutes by the end of the first lap.

Second into the pits was Rich Thorwaldson who mistakenly thought that he was leading. When told that this was not the case, he left hurriedly in a cloud of dust and determination. He finally got the lead when Poteet left the course temporarily. According to one of the Rescue Three workers, who was sitting by a truck, Poteet didn't see the ribbonstretched across the trail markinga change in the direction of the course, and he continued in the same direction he had been going, traveling very fast and trailing ten feet of ribbon behind him! Poteet soon discovered his mistake, but by then it was too late. Thorwaldson was in the lead and not about to get caught.

The trailbikes were started almost a half hour after the big bikes but even so, many of them managed to catch the back half of the pack. First to the smoke bomb was Jack Stonesfier, Novice No. 898, but first to the flag was young Terry Clark, barely ahead of his arch rival Jack Morgan.

The course itself was tough and demanding. As Thorwaldson put it, "It was a rider's course." Several hills that looked like masses of crushed and broken rock soon had a new surface of crushed and broken motorcycles. Fortunately, speed was, of necessaity, decreased and few riders suffered mishap. At the top of one hill was what was called a "flying check", (meaning that the riders did not have to stop for it) but some riders took the term literally and flew over the top of the hill, missing the right turn at the top. They had an exciting trip down through the jumbled boulders on the other side. There was an interesting sandwash about two thirds of the way around the course that was heavily danger-marked. The trouble was that it didn't look dangerous, so many riders (including this one) didn't slow down. There was a nice little one-foot high rock ledge that blended right into the landscape and it was very hard. One rider tore a good chunk out ot his leg on that one.

Two riders managed to find the wrong trail coming into the pits (in spite of excellent marking) and came to grief. One suffered a couple broken ribs while the other broke his ankle. The latter rider was outfitted in street oxfords! While on the subject, it seemed to this rider that this course was one of the best marked this year, although there were dissenting opinions. Near several dangerous spots on the course (such as a couple of mine shafts) there was so much ribbon that they looked like Christmas trees. Rescue Three did an extremely good job of extricating those riders who did get into trouble.

A member of the Bureau of Land Management was at the race as a guest of the sponsoring club. According to club official, Jim Honeter, the man was extremely helpful, not only in pointing out to the club which type of terrain to avoid, but in showing them ways to get around it. According to Jim this B.L.M. type was happy to have the bikes in the desert and only wish to see that they didn't do irreparable harm to some of the more fragile areas. Looks like you can't even stereotype Bureau of Land Management officials. This one, whose name is Mario Lopez, works in the San Bernaridno Office and encourages all clubs who are interested in preserving the desert to call upon him for assistance.

The Cactus Cats boast that their race area is now the cleanest area in the desert, thanks to the efforts of many riders and their families. Their own club members, while cleaning the course, tore down not only all their own ribbon, but ribbon on adjacent trails left by other not-so-conscientious clubs. That's quite a boast. Maybe we could get a little competition going and let District 37 donate a trophy for the winning club at the end of the year. It's one I'd like to see my club win.

(Results on page 22)

MAICO
Continues To Win
Week After Week

MOTOCROSS – 9/3/70
Ascot
250 EXPERT
1st Bob Messer – MAICO
500 EXPERT
2nd John Maynard – MAICO
3rd Mike Cram – MAICO

MOTOCROSS – 9/6/70
Bay Mare
250 EXPERT
1st Bob Messer – MAICO
500 EXPERT
1st Lars Larson – MAICO
2nd Larry Watkins – MAICO
ALL-STAR
1st John Rice – MAICO
2nd Lars Larson – MAICO

CANADIAN NATIONAL
MOTOCROSS – 9/6/70
Lethbridge, Canada
125 EXPERT
1st Jim Pamearoy – MAICO
2nd Norm Kopp – MAICO
250 EXPERT
1st Jim Pamearoy – MAICO
500 EXPERT
1st Norm Kopp – MAICO

MOTOCROSS – 9/7/70
Calgary, Canada
125 EXPERT
1st Norm Kopp – MAICO
250 EXPERT
1st Jim Pamearoy – MAICO
500 EXPERT
1st Barry Coles – MAICO

MOTOCROSS – 9/12/70
Ascot
250 EXPERT
1st Bob Messer – MAICO

MOTOCROSS – 9/13/70
Bay Mare
250 EXPERT
1st Bob Messer – MAICO
500 EXPERT
1st Billy Payne – MAICO
2nd John Rice – MAICO
3rd Larry Watkins – MAICO
4th Terry Bilton – MAICO
5th Mike Chamberlain – MAICO

MOTOCROSS – 9/13/70
Bakersfield
500 EXPERT
1st Lars Larson – MAICO

MOTOCROSS – 9/13/70
Carlsbad, Calif.
500 EXPERT
1st Pat DeBenedetti – MAICO

After Week...

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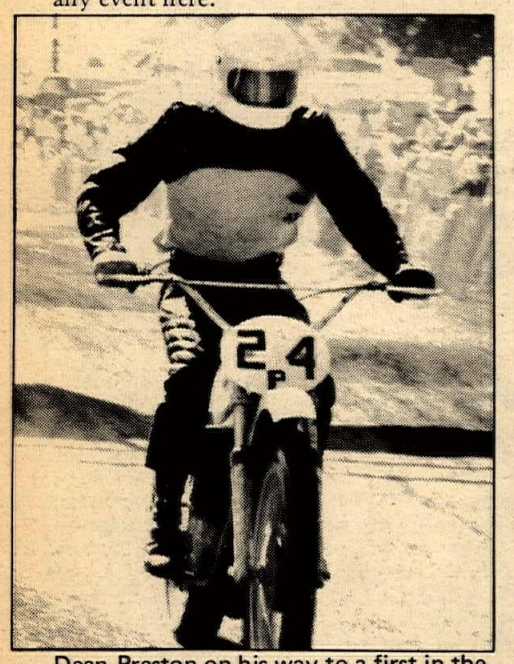
JUNIORS REIGN AT BAY MARE

Story and Photos by Gary Schmythe

MOORPARK, CALIF., Sept. 20, 1970 – Hey gang, if you missed last Sunday's running of the All Junior Day at Bay Mare, you have had it. It is like Snoppy, the great dog says, Happiness is day at Bay Mare. There are some 3500 fans that can swear to it, by far the largest one day crowd that has ever attended any event here.



Dean Preston on his way to a first in the 250cc Div. I "C".

After a rather boring drive up from L.A., I was met by that friendly Tex Meyers, Dave Grove, Gary Anderson and a whole host of hard working people who have the knack for putting on one great day of racing.

First off, Grove, that no-nonsense starter, held the regular rider's meeting. This lasted from 9:30 to 9:55 a.m. When he lays down the rules and law, you had better take heed.

The track opened for practice under one of those near perfect, sunny Southern California skies, practice closed at 10:55.

The starters flag was dropped at 11 and they were off and running.

It's nearly impossible to give the final order of standings at this time. Have you ever seen, 700 registered riders compete in 48 races? That is three complete Moto's run in just under seven hours. Figure it out, that's about eight and one half minutes a race.

A great big vote of thanks, well done and all that goes with should be handed to thos repsonsible for a job well done. Good officials, corner men, public facilities and etc. These people have big things in store and mind for you at a later date.

(Results on page 22)

Rider successfully tops hill which often claims many Bay Mare victims.

Although 700 riders covered the course, the trails were still free of excessive dust and serious injuries.

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INSURANCE & THE MOTORCYCLIST

By Ron Schneiders

In the previous articles, a lot of space has been devoted to the question of whether or not insurance should be purchased. When we come to the question of insurance for the competition rider that question is irrelevant. There is only one kind of insurance for the competitor: medical insurance. There is no question here about whether you should have medical coverage; the only questions are, where is it available, how much is needed, how much does it cost, and how can you get the best buy.

Let's start with the minimum that you need, which is a card saying that you have some kind of coverage somewhere. If you don't have that, here is what happens: Let's say you're riding in a desert race, leading the pack and your scooter decides to do an endo. You catch a handlebar on the way over, land on a rock with the scooter in your lap. Fortunately you're unconscious because if you were awake and saw yourself, you'd be scared to death. You're lucky. Rescue 3 finds you and packs you out. If you can wake up a minute, thank them, because you're probably getting the only compassionate care that you'll get today. From there you go to an emergency room, where, if your luck's still holding, some doctor will try to save your life before inquiring into your financial status. When it appears that you're not going to expire immediately, you'll be shipped to the nearest state operated facility, such as the infamous County General in LA.

Now make no mistake at this point: these facilities are for the really poor. They're for the people like Indians, students, Mexicans and Okies, the "second class citizens" who normally can be counted on not to sue if they get something like infectious hepatitus from a dirty needle, or get a sponge sewed up in their stomach. The problem is that in your racing gear, with dirt and blood all over your face, you might be mistaken for one of these types and you might just die before anyone discovers the mistake. Unless you have a card. The card says that you're insured and that you're a valued member of society, even if you do look like a hippy. It gets you into a decent hospital. If you're too poor to be able to afford a card, ride slow and be careful. Or make sure that you die in the crash.

There are four types of "cards" that will suffice.

1. Medi-Cal
2. Group insurance
3. Multiple employer trust
4. Individual insurance coverage.

Taking these one at a time, Medi-Cal was, until a short time ago the best possible medical coverage. If you were somewhat poor but willing (and able) to put up with a fair amount of bureaucracy, Medi—Cal would cover your expenses in event of sickness or accident. Unfortunately the powers that be (Sacramento Eschelon) realized that there wasn't enough money for all of the state's concerns. Realizing that cutting school money hurt only students and cutting Medi-Cal hurt only the poor, they cut these budgets somewhat beyond the bone. (Cutting the Feather River project, which would have hurt land developers, however was out of the question.) Now Medi-Cal helps only the extremely poor and then only if they happen to be fairly wealthy. Did you notice a slight contradiction?

It works like this: You can apply for Medi-Cal if you own less than $5,000.00 worth of real estate and $1,200.00 worth of personal property. If your income is less than some specified amount (like $300.00 for a family of four) Medi-Cal will pay the bills. If you have more than that income, they figure the "extra" should go for medical expenses. So if you have $400.00 a month income, you must first pay approximately $100.00 in medical expenses in a month before you are eligible for Medi-Cal. This is farily unrealistic, but the real joker is that they have decided to operate on a three month basis which means that you may pay about $300.00 before you get your "card". Then the card is only good for the remainder of that three month period and the whole thing starts over. Interesting question: How does one person in a family of four comes up with $300.00 when the family income is only $400.00 for the month? Answer: One member of the family must be independently wealthy. For the present at least, Medi-Cal will not help except in really extreme cases. If you're eligible, by all means apply and keep up with the paper work because if something really bad should happen and you can come up with $300.00, Medi-Cal could quite literally save your life. But it won't help much with the more normal broken bones.

Group insurance is usually available to those that are employed. This insurance has a considerable range both in benefits and premiums. (Benefits, incidentally, is a misnomer. It implies good-heartedness on the part of the insurance company which of course is nonsense. The real term is "contractual liability".) One fact that few people realize is that group insurance premiums depend upon the average age of the group so if you have a choice, work for a company where most of the people are young. The premiums also depend upon the number of claims filed by the group, so a group in a non-hazardous occupation will be best. The Kaiser Group is one of the best of the group plans.

In group policies, the benefits are "scheduled" which means that only so much will be paid for a given type of care. YOU MUST EXAMINE THIS SCHEDULE CAREFULLY. If they only allow, for instance, $15.00 a day for room and board in a hospital, save your money. The policy is worthless. You can't get a room in a motel for that. Some group plans will allow some ridiculous amount like $25.00 a day for intensive care ($150.00 is reasonable) and then pad the schedule with items like radiotherapy, $400.00. If you only look at the schedule superficially, you see lots of these hundred-dollar items that you will never in this world need, and you don't notice that there is no coverage for x-rays. Nowadays you'll get x-rayed if you got into a hospital to get change for a parking meter.

For bike riders there are two especially important items to look for: "Ambulance" and something which is usually called "Supplementary Accident Expense." This latter is good for about $300.00 and can be used for almost anything except parts for the bike. For instance, suppose you fall in a race and, sprain an ankle, and get a deep cut on your arm. It's not bad enough to make your quit and go joy-riding in the red and white screamer but you do need some medical attention when you get home. Supplementary Accident Expense pays the bill.

(Please turn to pg. 27)

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TRAILBIKE TRIAL:

Whenever you read a test like this, you usually haven't a clue who is feeding you the information. The editorial "we" that my contemporaries so love to use makes me think of a small crowd of people ranged around a typewriter, each with a single finger in the action or clambering onto the bike piggy back, hand on hand and foot on top of foot all over the controls. Having done my share of road tests for the magazines, I know this is not true, but the image persists every time I read "we had some difficulty finding neutral" (with seven size tens on the pedal) or "we found the suspension much too soft as the shocks bottomed easily" (no wonder). Four of us took turns singly with the subject of this test. Each of our individual impressions agreed, as to the speed and handling of the Indian, but by pulling rank, I got more time at the handlebars than the rest, and so I am writing this test in the first person. The hell with customs.

First impressions are the strongest and last longest. On seeing the Indian initially, at the foot of a steep dirt road leading to "motorcycle meadows", I licked my lips. This is a nervous gesture that my wife has come to recognize means I am looking at something good, I am at the stage in my motorcycling career where I can tell just by examining a bike, how it's going to handle, whether it's going to hold together, even how it will probably perform. There are no trade secrets involved, everyone seems to develop the same facility after studiously experiencing several hundred different motorcycles over a period of years. One thing you learn is "if it LOOKS right, it usually IS right."

At first glance, the Indian, with its 100cc Minarelli engine, looks like a factory racer. Its geometry is similar to the Harley-Davidson Baja model. Surface resemblance to that other famous Amer-Italian trailbike stops there, however, and takes on a distinctly American flavor dictated by the "tear-loaf" tank and sculptured saddle.

Nylon locking nuts (some with setscrews) keep everything fastened together. The modified Jawa trials type frame looks exceedingly rigid, and it is. Everything is laid out with room around it to work in. Design and craftsmanship of the basic components are ideal and materials are of very high quality, keeping the weight down to 168 lbs. That includes a steel rear fender and tank. It was obvious, however, that the 5¾" travel Marzocchi forks wouldn't take the pounding I was about to put them through with my 200 lbs. on the

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The Indian 100cc Motosport

By Chuck Clayton & the Cycle News Staff

pegs unless the engine could pull hard enough through a rather small rear cog to lighten the front wheel on command.

This capability didn't seem very likely, in view of the tiny, 22mm carburetor the Indian had to gasp through. But that proved the fallability of my guesser, as I only bottomed the Indian once, and that was at 1,200 feet, trying to climb an 18" wall ten feet away from a dead stop. I needed about 10" of travel that time.

After running a tankful (1¾ gallon) of gas through, in a disturbing short time, I was convinced that the Dellorto was jetted about three sizes too rich. Performance was brisk at sea level, but the engine was obviously two or 3,000 revs down from its potential. The Indian ran "wetter" the higher it climbed in the mountains, but still put out enough power to send me flying past better tuned 100cc bikes. I can only speculate on what potential terror lurks beneath that yellow tank, for the Minarelli is a tuner's child.

It is a good, conventional, piston-ported engine with ball bearing mains and needles in the big end. It fires through a simple, single-phase magneto equipped with a lighting coil and drives the thick, 3-plate clutch through bevel gears. There's plenty of meat around the ports and replacement parts are not that much higher than Japanese stuff (a piston set costs about $13). It's got a smooth, strong 4-speed gearbox with nicely spaced ratios.

This stage of tune that I had will set records for reliability and even dust a few hotter hundreds in the process. The stock engine puts out about 13-14 horsepower. But just wait until the accessory carburetors and pipes on 5 and 7-ported Indians begin to appear.

All the other parts are up to accommodating another 5 to seven horsepower without modification — and this is rare in the trailbike class. At present, the machine feels so bitchin, with even my weight on its back, that it inspired me to do things I wouldn't attempt on most other bikes. I felt over my head several times, even to the point of looking for soft places to crash, when the Indian pulled me out as neatly as Orphan Annie's Punjab. I start to love a bike like that.

Part of the credit for its excellent handling in deep dust and sandwashes I award to Indian's proper combination of tires. Fashion decrees that racing trailbikes shall wear wide, fat tires. Further, that they shall be of a universal pattern, lest they get too much traction and bog down in soft trails. A pity. The 3.00x18 rear and 2.75x19 front Pirelli knobbies sped the Indian through such stuff so neat, that I wouldn't trade them for K-70s with alloy rims to boot.

I couldn't believe the Indian's real leather saddle came out of Italy. It favored my fanny like some erotic device. Bumps I normally would have stood up over, I was taking on the seat. And for wheelies or hillclimbing it's the best I've found. The unbreakable Tomaselli alloy levers rate high praise too, but I soon came to hate the stingy grips fitted, as they cramped my hands rather painfully. Vibration was negligible throughout the rpm range and the only thing that needed tightening at the conclusion of the test was the chain. The engine always sprang to life promptly in the 3 days we had it.

Impressed as I was with the Indian, I cannot overlook its flaws, which were few, however, and easily corrected. The air filter is of the birdcatcher class, the pressed-steel expansion chamber is too mild to do anything more than make noise (a straight-through silencer was used throughout the test) and the flimsy fuel tap looks embarrassed among such otherwise high quality components.

Price tagged at $695, the Indian Motorsport probably won't break any Japanese sales records. The price should, however, scare away most of the less discriminating motorcycle enthusiasts, leaving the market clear for those who recognize fine machinery and know what quality has to cost, these days.

The new distributor, Indian Motorcycles Inc., who purchased the line recently from the estate of Floyd Clymer, talk like they know what the customer needs in the way of support, parts and development programs. They are at the factory as I write this, getting ready to produce a 175cc enduro Indian, as well as an enduro model of the Motorsport.

If you are looking for a different machine to go out and win on, or a new line for a dealership, I suggest you get in touch with the Indian sales manager Joe Hope at Indian M/Cs Inc., 1535 W. Rosecrans Ave., Gardena, Calif. 90249. (213) 532-7374.

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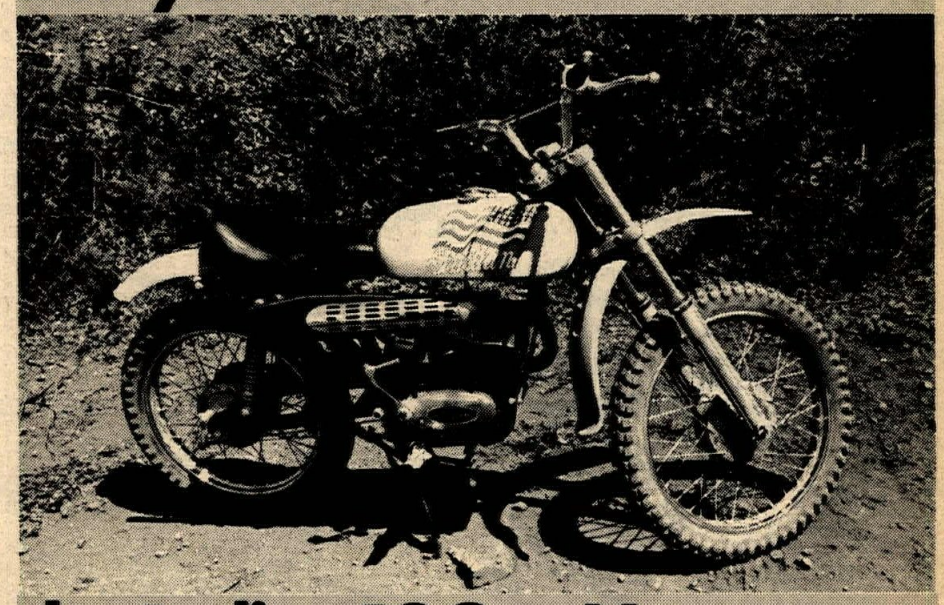

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DeSoto in Arizona

By Randy D. Bailey

PHOENIX, ARIZONA, Sept. 13, 1970 – DeSoto is fast becoming a familiar surname at the Manzanita Speedway motocross.

Two weeks ago, young Ron DeSoto overwhelmed top Arizona 250 Senior and Open Senior competitors in a CZ-wins-everything motocross here.

Today, big brother John DeSoto picked up duplicate honors and amazed the crowd with his riding abilities and smooth style.

DeSoto, fresh from his victory in the North-South clash was sent to Phoenix by American Jawa to conduct a motocross school and to promote CZ sales with his participation in the race today.

In the first moto of the day, a combined 125 Junior-Senior affair, John Fox on his potent Sachs pulled ahead of Danny Kennedy on a Yamaha coming into the checkered for the closest finish of the day.

Fox was dogged well into the second moto by the Fred's Desert Cycle CZ ridden by Pat Palmer until the CZ developed engine problems and dropped back.

Tom Fruciano on another Sachs passed Palmer but was unable to catch Fox before the finish.

Palmer jumped into the lead in the third moto. The CZ, solved of its engine ailment retained a slight lead over Fox for a win.

After an uneventful 250 Junior race the Seniors took to the course. DeSoto on a CZ led the Senior riders to the finish with a 25 second lead over second-place Brian Ross on an AJS.

DeSoto's riding abilities were put to the test when he stalled his engine at the start of the next moto. Clearing the finish line on the first lap, DeSoto was in fifth place. On the next lap he had moved into third place, then first place for the win on the next lap.

Bob Morgan, on a Dave's Kart and Cycle CZ got the jump on the pack at the start of the third moto, but DeSoto caught and passed the Arizona rider by the second turn. DeSoto led the remainder of the moto without a serious challenge.

Jerry Bateman surprised everyone in the Open Junior class when he drove his 350 Honda into the lead in the first moto. He was passed by Ron Rosepilar on a Bultaco when a bit too much throttle caused a spill. Bateman recovered for a second place finish.

Bateman came back in the third moto to hold off the European machinery with his Honda for a win giving him second in class.

It was a clean sweep for DeSoto in all three Open Senior motos. He led all laps of all motos, and received his only serious competition from Byron Boaz on a Dave's Kart Shop CZ.

Bob Morgan and this Cycle News correspondent were the first off the line in the final event of the day, a LeMans-start buddy race. The Morgan-Cycle News team CZ was passed by DeSoto-Boaz on another CZ in the first lap.

The DeSoto-Boaz CZ went on for the win followed by the Niemi-Bateman Maico and the Page-Coyle Maico.

(Results on page 22)

Silent Tribute To Wood

By Jack Light

BAKERSFIELD, CALIF., Sept. 12, 1970 – District 35 Number One rider, Darrell McCaulley, toured the Sprocket's Park race course tonight, holding the black and white checkered flag, with the purr of his B.S.A. the only sound. The crowd and riders were completely silent. This simple ceremony was the way the filled park of people paid their final respects to a fine young man, a great sportsman, an expert motorcycle racer, and, most importantly, a real friend to all. Louie Wood was critically injured in an accident, from which he never recovered. The passing of Louie will be felt by many, in and out of the sport, and this tribute was proof that this man had made many solid friends. Sid Payne rode the Triumph of Louie's in the Open Expert Class, so in reality, a great part of this familiar combination of Louie Wood and his Number "2" Triumph was present here tonight.

A full night of some of the best racing ever witnessed was staged here tonight with the smaller 50cc machines starting things off. The 50cc Main was won by Brian Hurst followed by Bill Ritchy, both riding Suzukis.

Tom Jones tooled his Suzuki well enough to capture first place honors in the wild 100 Novice. This race was very tight, with Greg Hanson and Craig Martin and Frank Martin making up the quartet across the line first.

The 100 Amateurs found Curt Lange guiding his Kawasaki in just ahead of Don Andretta and his Hodaka, in another close and exciting race.

The 125 Novices were all Yamaha tonight. Tom Garrett carried home the first place gold, but he really had to work for it, as Doyle Stenger, Paul Anderson and Paul Coles made certain of this.

The combined 125 Am/Ex. was won by Ron Tobey on his Shafter Yamaha. Ron had it his own way in both the heat and the main. The real battle here was for second place honors, with Vince Foster and David Matthews having a real dice throughout the evening.

The Los Angeles freeways are no more crowded than the 250 Novices when they get together on a race track. This is always a slam-bang battle from the flag drop to flag drop. The Bultaco carrying Stephen Potter crossed first, with Harold Anderson's Ossa nipping at his heels, while Rickie Biddle and Howard Howell, both Yamaha mounted, made up the front four.

The surprise of the evening had to be the Open Expert division. A large field was present to ride for Louie (this was his class) and ride they did. Joe Brown and his smaller bore Yamaha took the semi, victorious over some of the best in the business. Joe wanted a repeat in the main, but there were others present who had other ideas about this. Rick Newby and his beautifully colored, and perfectly prepared Custom Engineering Triumph was one of those with ideas of his own. Rick got off the line real quick, and stayed out in front, with Brown, and Midge Griffith trying to close the gap with everything they had. When time for the checkered flag to fall was here, Rick had maintained his position for first place, with Joe Brown and his Yamaha taking second, and ever threatening Midge Griffith and his Norton taking third spot.

(Results on page 22)

Ricky Newby holds down the lead in Open Expert action. Newby was eventual winner on his Triumph during the TT Scramble races in Bakersfield.

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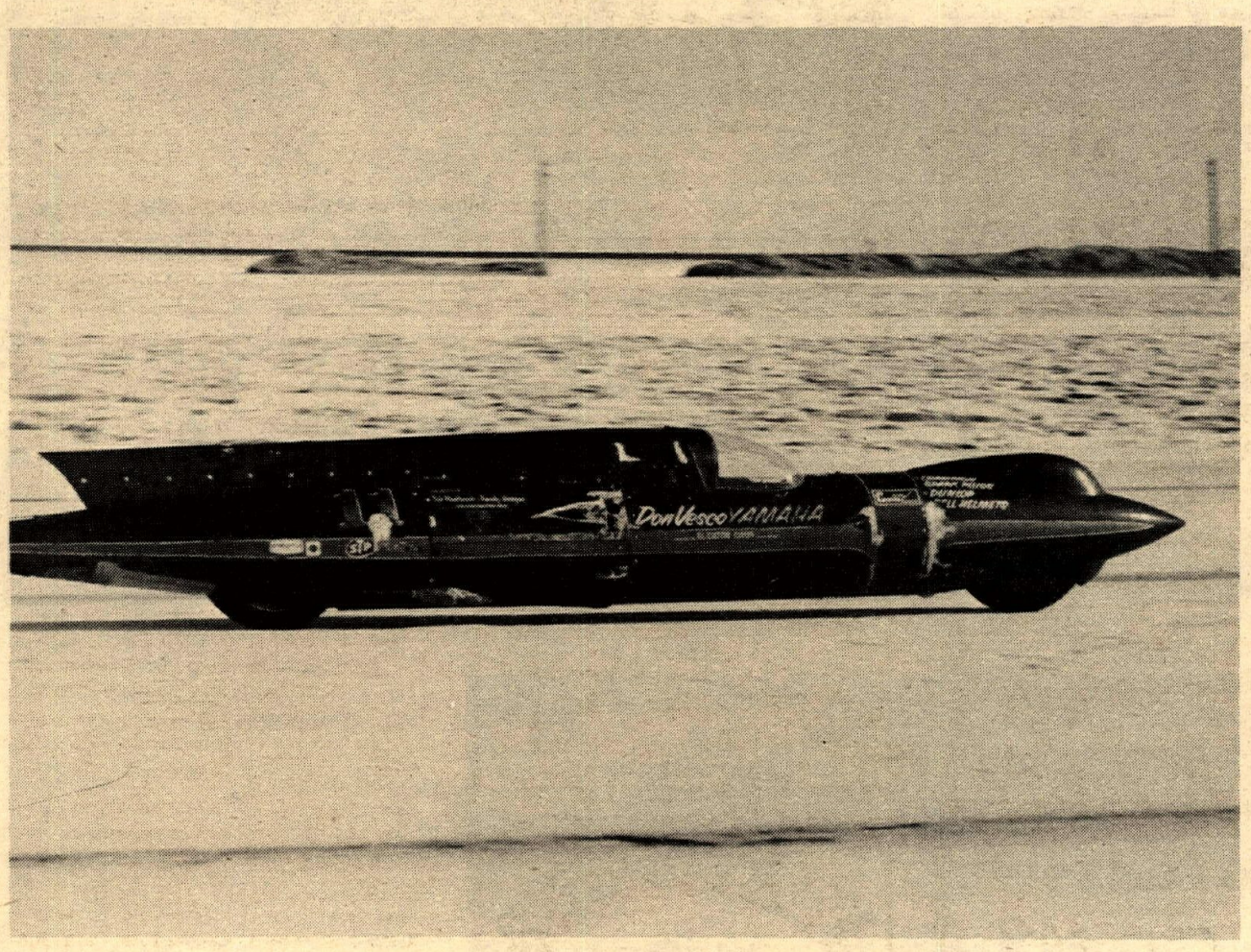

On September 17, 1970 Don Vesco ran his Yamaha powered machine down the Bonneville flats at 249.965 mph and back at 253.889 mph, establishing a new world speed record for motorcycles of 251.924 mph. Don's time eclipsed the four year old record of 245.667 mph which was set with two 650cc engines. Don did it in his A gas Streamliner powered by two Yamaha 350cc engines. In simple language that makes Yamaha the world's fastest motorcycle.

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TWO IN ROW FOR

Romero and Rice hold pre-race discussion.

GARDENA, CALIF., Sept. 19, 1970 — Gene Romero swept to victory for the second consecutive week on the AMA National Circuit, winning the 12th annual Ascot Half Mile National. The win coupled with his recent Sacramento victory, now gives the San Luis Obispo Triumph rider three national victories for the season.

Romero was near perfect at Ascot, taking fast time honors in the time trials with room to spare, then coming back to win his heat race and the 20-lap National final with two come-from-behind rides.

It was the first time the new Grand National champ has won a main at Ascot in two seasons. It will rank also as one of the most convincing performances at an Ascot national.

The three heat races were explosive and surprising and topped by fine close racing all the way. Romero took the lead on the second lap from Keith Mashburn in the opening 10-lapper and was never again headed. Dave Aldana finally moved by Mashburn for second on the seventh lap. The first three in each heat went directly to the national final.

Mel Lacher led the first lap of the second heat before giving way to Jody Nicholas. Jody looked like a sure winner until the last lap when he went on one cylinder, losing first place to Jimmy Odom. Nicholas held for second with Lacher in third over Shorty Seabourne.

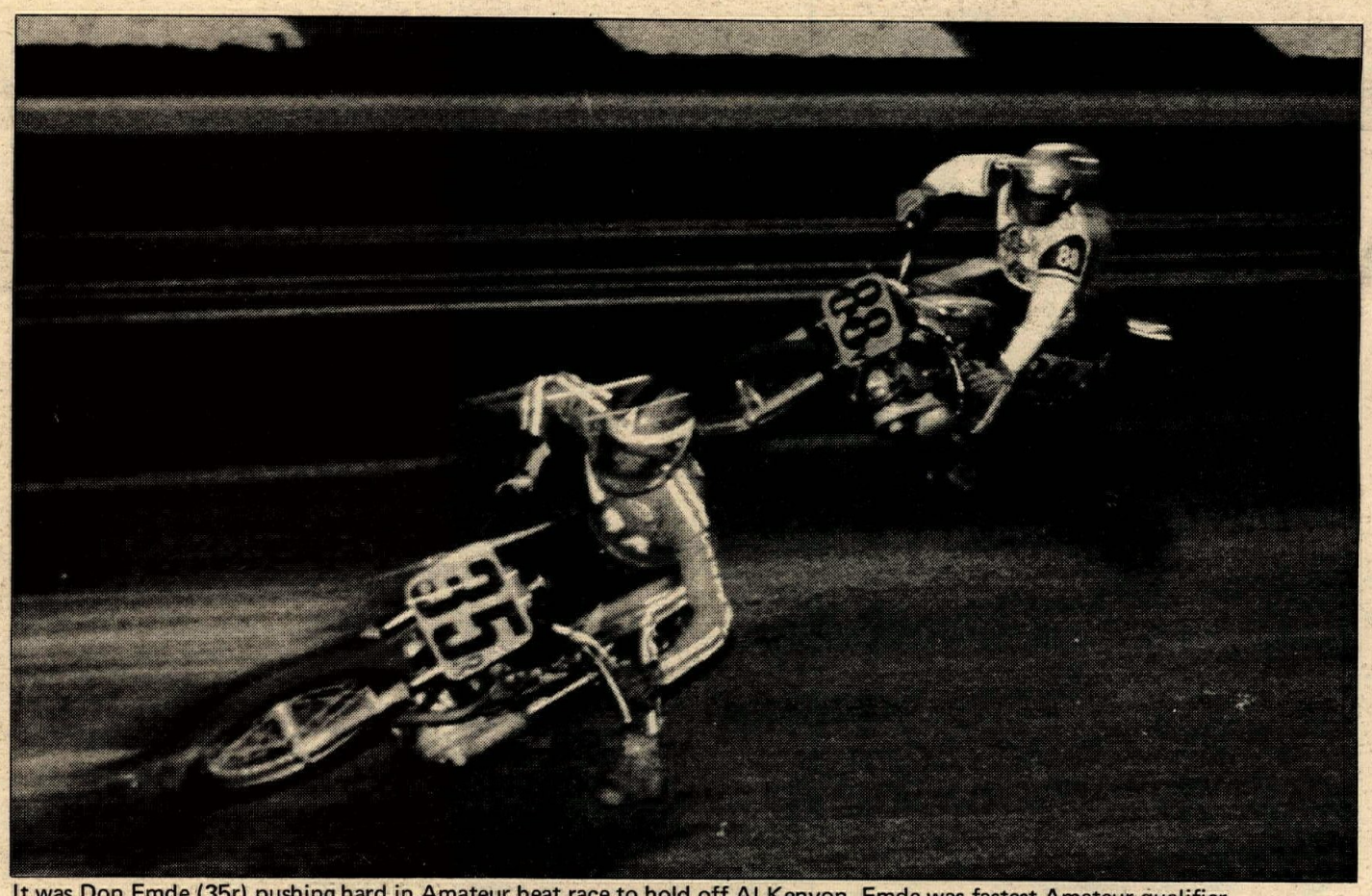
The third heat was a surprise and disappointment. Mert Lawwill, the winner the past two years, took the lead from Eddie Mulder on lap two and was on his way to the win and transfer until his engine broke a piston lap eight. His teammate, Mark Brelsford then took over for the win with Lloyd Houchins and Tom Rockwood in for second and third after the two had collided on the starting line at the start of the event.

The Semi-Main to decide the final three riders for the final was equally as good as the heat races with Seabourne coming from fourth place to grab the win from Cal Rayborn in the final two laps. The third and final position was decided at the finish line when Don Castro came from far back to nip Jim Rice by inches right at the flag.

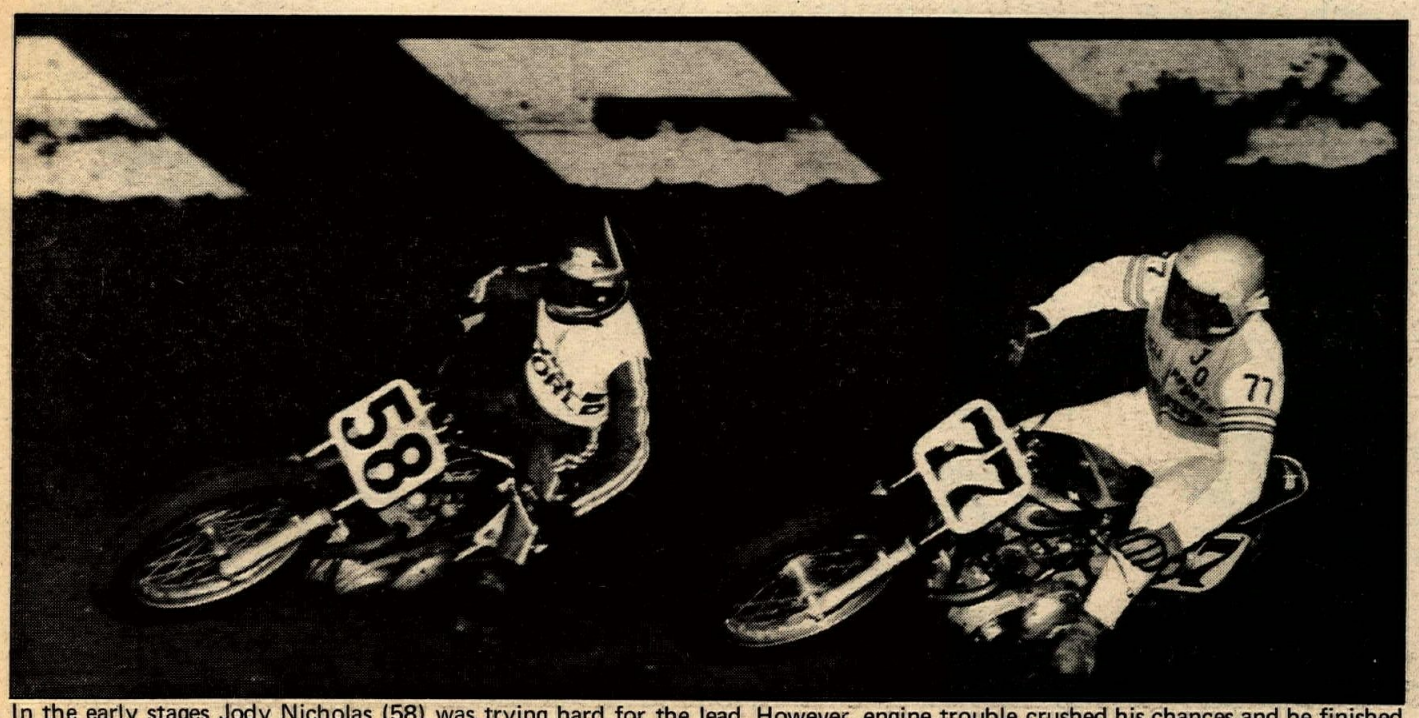
And so it went, a typical Ascot national. Chuck Palmgren failed to qualify for the program in time trials. Jim Rice became the first alternate for the final. Four time winner Sammy Tanner failed to advance to the final from the semi as did Mulder and Eddie Wirth. Larry Darr from Ohio and Dewayne Keeter failed to transfer from the heat to the semi.

Brelsford jumped to the front at the start of the final and took a sizeable lead over Romero. Laps five and six found the two running together but Mark was first across the line.

The Harley rider could not hold the Triumph ace with Romero finally taking over and leading the rest of the way from lap seven. Houchins had his best-ever ride in a national event and rode in for a solid third place. Aldana was never a contender for the front and salvaged fourth in the late laps.



It was Don Emde (35r) pushing hard in Amateur heat race to hold off Al Kenyon. Emde was fastest Amateur qualifier.



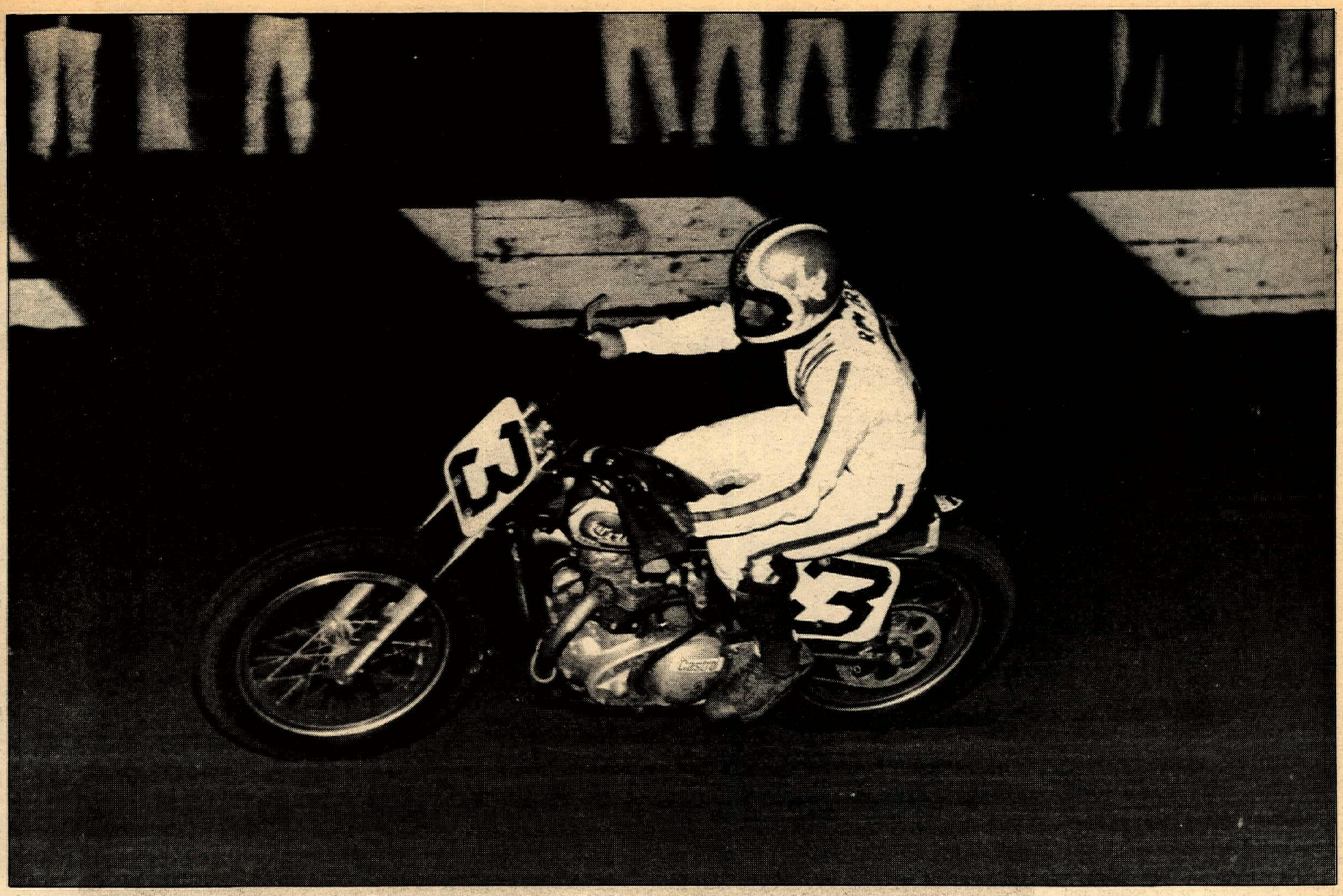
In the early stages Jody Nicholas (58) was trying hard for the lead. However, engine trouble crushed his chances and he finished 12th. Jim Odom (77) went on to take sixth.

Seabourne, Odom and Rockwood dueled in a three rider battle most of the last half of the race for fifth. Nicholas made an early lap attempt for the win but retired with a blown head gasket, the third time it had happened during the national meeting. Jody was the only rider not around at the finish.

It was only the second time in twelve years that a Triumph has captured the big one at Ascot. Romero's win again gave him a stretch over Rice in the national point standings.

John Hateley made it a complete Triumph night by winning the Amateur final. It was his fourth win on the circuit this year, bring him into a tie for top Amateur honors with Rex Beauchamp who had engine trouble on the first lap and retired to the pits. Earlier, both Hateley and Beauchamp had won their heat races and the presumed battle to the finish never came about due to the unexpected problems by the Michigan rider.

Don Emde posted the fastest Amateur time trial, good enough for



Gene Romero showed confidence as he rode his Triumph to victory. "Burrito" is the only rider to win two Nationals in a row this year.

NAT'L CHAMP ROMERO

second fastest of the night, including the Experts. Don was leading Hateley in the heat race when Bill Morgan hit the wall and crashed mid-way in the event. The black flag stopped the event. On the flying re-start Hateley took over and went on for the win with Emde in second.

Emde then came on strong in the final to pull nearly even with John until he crashed on the north turn on lap seven, trying to take the lead. Eastern ace Gary Fisher turned in two good rides to grab second in the final.

Gary was the last Amateur to make the program in time trials. He then came from the back to take third in the heat race behind Beuachamp and Terry Dorsch. In the final he was fourth in the early laps and took second away from Al Kenyon on the final two laps.

Hateley became the first Amateur to ever win both the Amateur final at the national half mile and TT at Ascot.

On the starting line during pre-race ceremonies, Romero was presented a check for $10,000 by Birmingham Small Arms Co. President, Peter Thornton for winning the Grand National title.

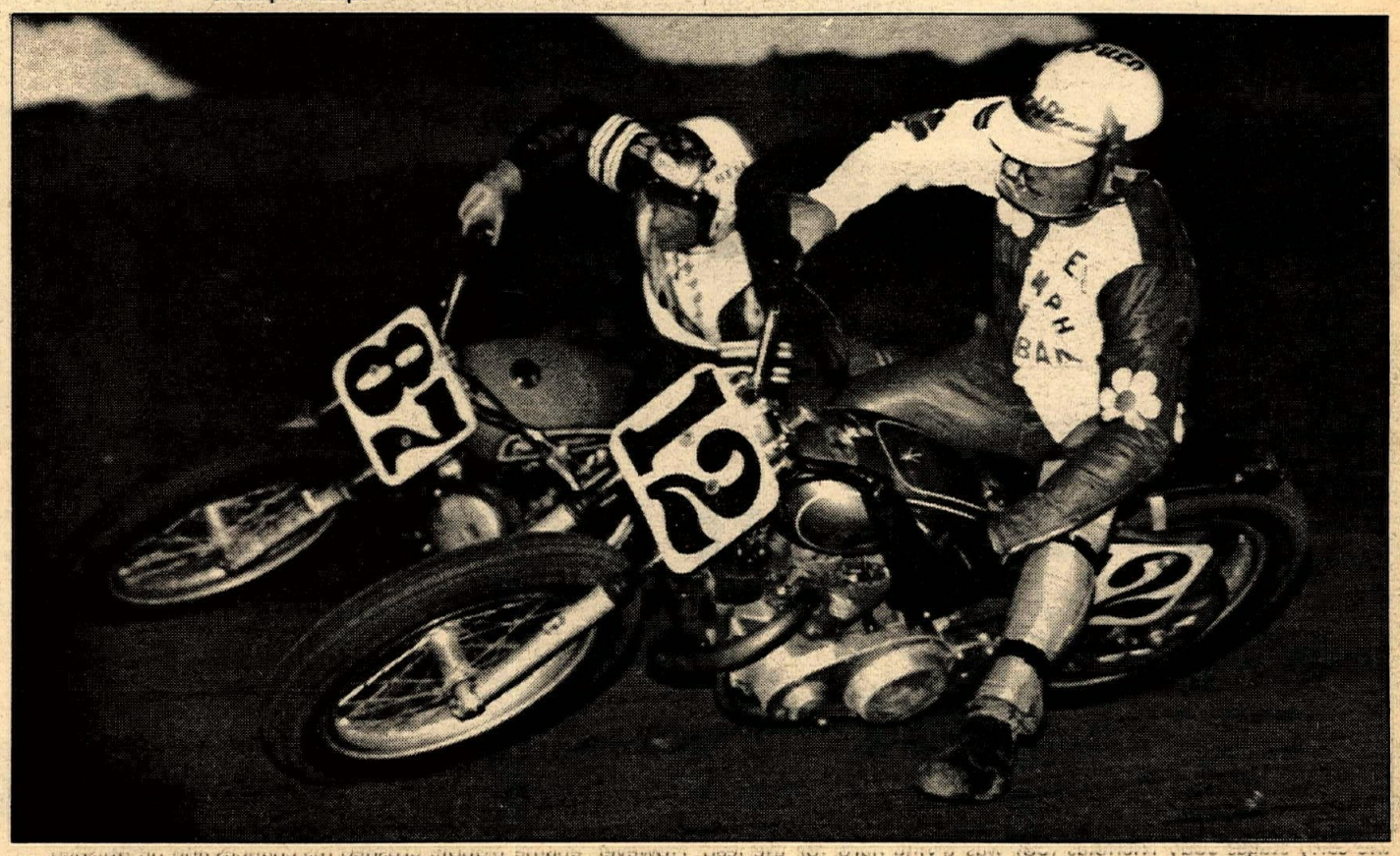
Later, at a special Triumph Corp. title banquet, Gene was presented a check for $1,000 from the Bell-Toptex Co., $500.00 from the Castrol Oil Co. and a new set of tires from the Goodyear Co. A new set of racing leathers from ABC Leather Co. was also awarded to Gene.

Special guests of the Triumph Corp. at the races and at the banquet included; TV and movie stars, Barbara Eden, Mike Ansara and Jimmy Darren. All three are avid cycle riders. Barbara and Mike were viewing their first professional race.

Half mile racing now continues at Ascot every Friday night until early August. The stars are all home now and the weekly Ascot action will take on national flavor every Friday.

(Results on page 22)

Gene Romero enjoys the glamour which accompanies a Grand National Championship.



Mark Brelsford (87) and Eddie Mulder battle for lead in heat.

THE BIG WIN. ROMER WINS GRAND NATIO

SACRAMENTO VICTORY CLINCHES TITLE.

Riding his 650cc Triumph Bonneville, Gene Romero swept to victory in the 50-lap Sacramento one mile dirt track championship, and so clinched the Grand National Championship Title.

To begin with, Gene set the fastest qualifying time, and won his preliminary heat and the pole position. Then, competing against a star-studded field of pro racers from all over the U.S. and Canada, he led the field from the drop of the starter's flag to take the winner's purse of **$5,000.**

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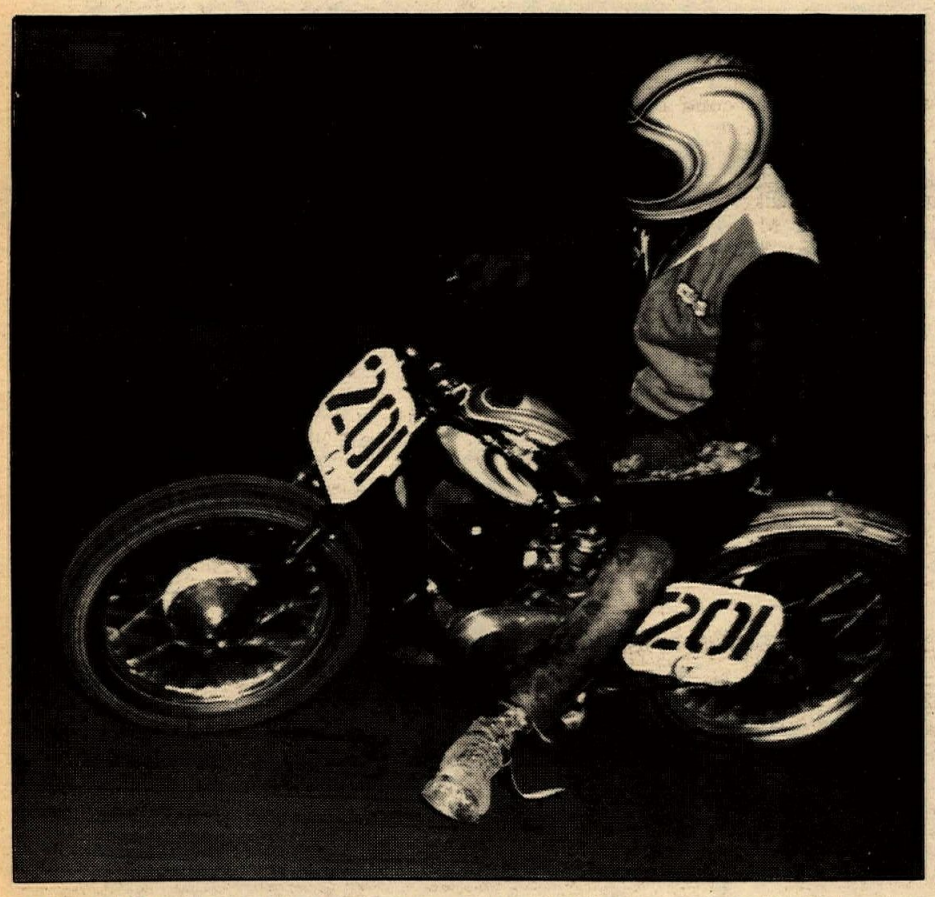
Cycle News North

Brian Barthrop, second in 125cc Expert MX class at South Bend, Washington.



SANTA ROSA, CALIF., Sept. 14, 1970 — The North Bay Motorcycle Club runs a fast moving glittery show under bright lights at the Chris Beck Arena. At the last sportsman short track races, the program was over shortly after 9 p.m. Officials wear white trousers and riders must wear leathers. Behind the scenes action is fast moving too when more than one rider share the same leathers. One lad down from Nevada City at the last meeting was hunting leathers while his semi-final was lining up on the starting line. The lad who needed the leathers and the many who were willing to loan their's couldn't find each other in the panic. One rider never in a mix-up is Tom Fleming pictured above. He currently leads the point standings here in Short Track action. Report and photo by James Brammer. (Standings on page 22).

MOTOCROSS DEBUTS AT SOUTH BEND, WA.

By Kevin Hill

SOUTH BEND, WASH., Sept. 6, 1970 — The Willapa Two Wheelers M.C., inspired and motivated by Husqvarna dealer and motocross enthusiast Lee St. Clair, put on their first motocross here in this small logging community on a day that started out with the best racing weather seen all summer long. A steady rain that had made the flat, marshy course nice and wet stopped falling the morning of the race and promised ideal conditions for a good muddy motocross; a welcome change from the hot, dusty ones we've suffered through until now.

The only real problems encountered were the swarms of hungry mosquitoes and lack of portable toilets, ordered and paid for but never delivered, both of which were beyond the control of the race organizers who did a fine job on their first attempt.

The beginners class, limited to 125cc machines, seemed to be composed largely of local youngsters trying their wings in their first race. Ollie St. Clair dominated this event on his Hodaka by winning each of the three, five lap motos. Second place honors went to John Webber who edged out third place Leon Bethel, both riders Hodaka mounted. Some of the most interesting falls and slides of the day occurred in this class as these less experienced riders made their way around the slick course which got even gooier as the rain began to fall about the time of the second set of motos.

The big battle in the 125 Expert class was between Yamaha mounted George McNelly and Bultaco pilot Brian Barthrop. McNelly showed his strength by winning the first moto but not without a good struggle by Brian. The second moto got off to a bang as these two tangled at the start leaving Brian on the ground and in last place as the race got under way. Overcoming this deficit with some fine catch-up riding, the speedy President of the Duodenum Motocross Team worked his way up through the pack into second place behind McNelly before the checkered flag fell. The third moto was all Brian's as he rode to a win and overall second place. McNelly was forced to settle for second in the moto but still won overall first place with his two previous wins. Third overall was Mike Doherty who rode his Sachs into third place in all three motos.

Wild times were had by all in the 250 Expert race as the lead changed often and spectacular duels were waged. Harold Storm took a commanding lead in the first moto and appeared to be on the way to an easy win. But coming up through the pack was Lee Frost on a CZ that started in about seventh place or worse. One by one Lee picked off his opposition in a sensational display of skill on the slippery course until he had worked into second place behind Storm. There was still a big gap between the two, however, and it seemed that Lee could not possibly close the distance in the time remaining.

Then, near the end, Storm slid out and stalled his Husky. This gave Lee the break he needed and he quickly passed the frustrated Storm and went on for the win.

The second moto was another thriller as a battle developed with Lee Frost in second behind Jerry West on a Yamaha. Storm got off to a bad start and was busy coming up through the heavy traffic. Jerry did his best to hold off Frost but towards the end it became obvious that he was just getting too tired and finally the CZ rider slipped by and took the checkered for his second win in as many tries.

Finally, Storm got it together and bounced back from his fourth place finish in the second moto to win going away in the third. Doug Raines held on to second as long as he could but finally slid down and let Frost get by for a second place finish to go with his two wins. Lee copped an overall win with his efforts with second going to the rapid Storm and third to steady Joe Williams on a Bultaco.

As the Open Expert class got off to their typical roaring start it became apparent that all that power was just not getting to the ground. They were big crowd pleasers though with the big noise and neat rooster tails of mud thrown high over the heads of the few spectators who braved the elements to see the show.

Doug Munson was in top form in this mud and romped around for an easy win in the first moto on his "orange crate" Montesa followed by Ken Pierson on a Maico. Out of action in the first moto, and, therefore, disqualified, Joe MacKenzie nevertheless, powered his big Maico to a solid win in both the second and third motos ahead of Munson. In both of these Doug did a good job of catch-up riding when he was held back with various problems.

Watching Doug slice through the traffic was an education in mud riding as he simply got more power to the ground with a judicious use of the throttle and relentless application of scientific body English. Overall it was Munson ahead of a host of Husqvarnas paced by Wayne Larson and Bert Iler.

Following his win in the Open Expert, Munson took home another nice trophy by winning the Grand Prix, open to any size bike. Brian Barthrop provided graphic proof that the big bikes had no advantage under these conditions by winning the drag race to the first turn. However, it wasn't long before Munson captured the lead and went on for the win.

In spite of the rain and mosquitoes a great time was had by all. The riders enjoyed the course because it was just plain fun to ride and the wives, friends, and spectators because it was 99% visible from just about anywhere. We'll be looking forward to any future events held here by this club.

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The rain made the track a spectator's paradise.

BAILEY WOWS IN COLORADO

Story by Annie Brokaw
Photos by Bill Brokaw

PINON, COLO., Sept. 13, 1970 – Gary Bailey from California came to town and really wowed the racers and fans with his racing, wheelie and balancing exhibitions. Riders even came all the way from New Mexico to ride, not to speak of the ones from all points in Colorado. Bailey rode in all three classes and proved he is truly the "Iron Man of Motocross".

The "Fountain Motorsport Park" is Colorado's newest Motocross track and they run on the second and fourth Sunday of each month. They feature the professional class but their largest entry is sportsman class. They have a beautiful track, lots of shade trees, and a permanent concession stand. The track features 20 jumps and three water holes.

Bailey won the first and second 125 professional races easily on his Sachs and had mechanical trouble in the third which finished him an overall second.

Only 44 points separated first and second in the 125 Sportsman event with David Gavin (Sac) in first and Paul Bratzler (Sac) second. It was a good hard fought battle all the way.

The 250 Professional class saw Herb Guck (Husky) win by just two points with Bill Oury (Yam) second. Bailey fouled a plug on his Greeves while leading the pack. He then ran off with the second moto and had more plug trouble in the third. But, even with all his bad luck he finished third overall only 38 points behind second. It was obvious to riders and spectators alike that Gary was clearly the fastest rider of the day.

The 250 Sportsman saw Rick Bahr (Gre) win with Stan Adams (Bul) second. By this time the bank after the last water hole was like pure grease and it claimed its share of victims.

The 500 Professional class was captured by Bailey on his Greeves Griffon 380 despite a little trouble on that greasy bank. His engine got a little waterlogged in the last moto and he lost his momentum going up the bank. Finishing third, he had enough points from winning the first two to bring him home first.

Jim O'Connor (Hus) won the 500 Sportsman by only five points and Bruce Wilson (Hus) ended up second.

Annie Brokaw won the Powder Puff class on her Yamaha with Cindy Moore (Kaw) second. Vicki Thompson (Yam) was a close second until she fell and Cindy had a little trouble in one of the water holes but got running again and went on to finish.

Everyone enjoyed the racing and getting the opportunity to see Gary Bailey ride. Gary was happy too because he had held his Motocross school the day before and his students all did very well.

(Results on page 22)

SUPERSTARS SHOW AT PLACERVILLE MX

By Bruce Young

PLACERVILLE, CALIF., Sept. 18, 1970 – Tonight's races were the best showing of Super-stars and top Jr. riders that Placerville has seen since the Friday night motocross started. The best from Northern Calif. were on hand to try their luck for trophies and cash.

The first event of the evening was the 125 Jr. Div. I, Jack Harter was the eventual winner but not without a real pressure from Kevin Henry, second overall.

Dan Rausmussin ran away from the rest of the pack and won all three motos earily.

The 125 Sr. event was won by Carl Cranke, naturally. But the race for second place was the best of the night. Kevin Henry signed up as a Sr. 125 also for the first time and he looked like he had race Sr. all his life. Jay Carter was able to end up second in this race but not without a real battle with Henry, third.

The 250 Jr. Div. I was won by Bill DePratto of Gene's Automotive, Husky dealer in Loomis, Calif. Mike Wolfkamp was third and second place was won by Bill Greene of Antioch on an Ossa.

Gary Nauman won the 250 Jr. Div. II with Russ Westphal, last week's winner, finishing second. It's a real mind blower to watch Russ come from the back of the pack in each moto to end up right on top in each race. If he could only get better starts!

Cranke also won the 250 Sr. event. Lackey, on his favorite C-Z, really tried hard to catch him, but could not quite get enough together to do it. Brad finished second with Phil Jacobson third.

The Open Jr. race was a battle between three of the best Jr. riders in Northern Calif: Doug Nelson, Mike Wolfkamp and Rand Pean. These three battle back and forth in each moto with each one leading at one time or another. But Nelson was able to keep up the pressure and came out on top with Wolfkamp second and Pean third.

The Open Sr. race was won by Ron Stockman on his new 360 C-Z. This was his best ride that he has had since he got the new bike. He just seems to do no wrong on it. He was the most popular rider of the evening because he was able to out ride Cranke second. Brad Lackey finished third and Claus Nielson of White Rock M/C Park was fourth.

The Wheelie contest was won by none other than C-Z star Brad "The Brat" Lackey, on his chrome tank C-Z.

There will be only two more Friday night motos run this year on Sept. 25 and the final event to be held on Oct. 2. Bring everyone out for these last two slam-bang events. It ought to be two of the best set of races of the year.

(Results on page 22)

Foley And Green Dominate Races

By Bill Spencer

GILROY, CALIF., Sept. 20, 1970 – John Green from Sacramento and Jim Foley from Lafayette, again dominated the races for sportsman events with each winning a separate class at the Los Gatos M.C.'s third event of 1970.

Green easily won the 250 Expert Main with a fast and consistent race. Foley spent most of the 15 laps getting by Randy Bailey. From there it was a tough battle to get second and even 15 laps wouldn't get Green.

Foley had no problem in the 500 Ex. Main and led hard charging Craig Fillmer to the checkered.

The 650 Ex. Main was a complete toss up as Mike Saravarm led off the 15-lapper and seemed to have everything under control until he lost the whole ball of wax going through the first turn.

Bill Landsborough and Wheeler Gresham were right there and rode off with first and second. Joey Iacobitti kept all of them honest with some very spectacular riding.

Teammates Jim Hayhurst and Ton Gonzales swept the first two spots in the 650 Novice event with veritable ease as the winter winds swept through Cycle Hills calling on the impending first rains.

(Results on page 22)

Fine Racing Witnessed At Daroga

By Bert Iler

DAROGA PARK, WASH., Sept. 13, 1970 – The North-Central part of the state was again blessed with fine racing weather and all the riders on hand here took advantage of the situation with only two injuries occurring.

Doyle Fleming in the 250cc-Open class, however, could be the closest to the spotlight as he pushed his Husky to a near half-mile lead in one moto while the rest of the pack was quite tight.

(Results on page 22)

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Results

DISTRICT 37 POINT STANDINGS
August 31, 1970
By Dick Kouns

LIGHTWEIGHT TT SCRAMBLES

1. Larry D. Taylor .773
2. Danny Hockie .660
3. Jim Connolly .630
4. Steve Nichols .630
5. Steve Pondexter .449
6. Chas. Soderstrom .384
7. Dan Daight .365
8. Paul Lambert .361
9. Gary Scott .355
10. Bob Saunders .353
11. Jay Lewis .339
12. Charles Gann .328
13. Tom White .320
14. Karl Wilson .305
15. John Scott Smith .299
16. Ronald A. Ringen .296
17. Doug Yerkes .270
18. Ray Nichols .241
19. Dan Carlton .240
20. Tony Bugarin .239
21. Steve Mudd .239
22. Gary Anderson .234
23. Don R. Cook .233
24. Craig Cove .225
25. Scott Sivadge .223
26. Dennis Voll .222
27. Danny Johnston .220
28. Allan Harmon .213
29. Jamey Blunt .205
30. Ron D. Powell .201
31. Hank Scott .196
32. Larry Bird .192
33. Linus R. Beall .175
34. Jeff Sexton .175
35. Joe C. Williams .164
36. Richard C. Sanders .152
37. Ed. Mitchell .151
38. Larry Gino .149
39. Dale Hopkins .145
40. Gregory Mitchell .145
41. Randy Bailey .143
42. Diane Connolly .141
43. Phil McDonald .141
44. Jim Gilchrist .140
45. FRed Wing .134
46. Kay Kanaki .130
47. John Sperry .130
48. Dale Lundberg .124
49. Chet Burt .120
50. Mike Thomas .120
51. Michael E. Bloom .118
52. Hal Cheetwood .115
53. Edward J. Steffen .110
54. Bob Greenstreet .109
55. Steven B. Gailliot .109
56. Tom Heard .104
57. Doug Mason .100
58. Keith Tennis .100
59. Louis Wolf .100
60. David A. Gailliot 96
61. Rich Kouns 91
62. Bob Frauenberger 90
63. Donald L. Kissack 85
64. Jim McClurg 85
65. Gary Caldwell 83
66. Dennis D. Creason 81
67. Mark Cook 80
68. Chris Ortega 80
69. Wm. D. Bartels 78
70. Al Basile 76
71. Robert Williams Jr. 76
72. Steve Partridge 75
73. Dave Rodgers 75
74. Burt Severy 72
75. Stan Christopherson 70
76. George L. Harrison 70
77. John Cornett 69
78. Doug Hannon 67
79. Richard Matthews 67
80. Scott Elkins 65
81. Clifford White 65
82. Greg White 63
83. Bobby Hill 62
84. Charles Tidwell 61
85. Dan Makela 60
86. James D. Davis 59
87. Jim Harnisch 59
88. Sharon L. Herwick 59
89. John Carmello 58
90. Mike Myers 57
91. Chuck Daly 55
92. Francis M. Nestor 55
93. Ted Judge 50
94. Lonnie Walter 50
95. Tom Horton 49
96. David Tudor 49
97. Brenda Smith 48
98. Randy Smith 46
99. Cathy Jo Daley 45
100. Marty Davis 45
101. Tom Farrell 45
102. Del Hunt 45
103. David A. Yargan 45
104. Julie Schamel 43
105. Bob Young 41
106. Fred Bendrat 40
107. David Boydstun 40
108. Frank L. Eggers 40
109. Pete Glines 40
110. Duffy Hambleton 40
111. Danny Ney 40
112. John Steeber 40
113. Thomas Warren 40
114. Bruce Wing 40
115. Wanda Ann Daley 39
116. Mark Lassila 37
117. Frank B. Redlon Jr. 37
118. Carroll Heiland 36
119. Donnie Walters 36
120. Jerry Greer 35
121. Frank Italiano 35
122. Jon Mudd 35
123. Lirio Guevara 35
124. George Tillespie 34
125. Tony Dell 34
126. Mike Hagoski 33
127. Nathan L. Ezell 32
128. Terry Ash 32
129. Douglas McIntyre 31
130. E.G. Smith 31
131. Bill Hosford 31
132. Tony Ellard 31
133. Ross Termin 30
134. Mark Gearhart 30
135. Kenneth M. Brewter 30
136. Don Harris 25
137. William Makela 30
138. Eddy Hudson 30
139. Marion Gregson 30
140. Joe Erwin 30
141. Hugh Long 29
142. Rodney Parsons 28
143. Kirk Redding 28
144. Dan Stringer 28
145. Greg Jones 27
146. Whitney Blakeslee 26
147. Gary Geyer 26
148. Jack E. Vaughn 26
149. Randy Colson 25
150. John G. Retich 25
151. Curt Stine 25
152. Ted L. Schamel 24
153. Stephen F. Bunka 22
154. Steve Brewer 21
155. Tom Flynn 21
156. Kenneth L. Neal 21
157. Larry D. Thompson 19
158. Terry D. Traver 19
159. Bruce L. Kissack 17
160. L.C. Beall Sr. 16
161. Earl W. Parker Sr. 16
162. Robby Burg 15
163. Floyd R. Burk Jr. 15
164. Dean Butterfield 15
165. Donald Emmons 15
166. Jerry Hase 15
167. Della A. Jarman 15
168. Richard Marquis 15
169. Jerry McDaniel 15
170. Joe Monohan 15
171. H.J. Morgan 15
172. Davis J. New 15
173. Donald L. Jackson 14
174. Pat McDonald 13
175. Claude V. Long 11
176. Don Dozier Jr. 10
177. Richard Gann 10
178. Craig F. Humber 10
179. Gary McKeon 10
180. Gary Nord 10
181. Nate Sciacqua 10
182. Chris K. Smith 10
183. Robert Bivens 9
184. Ronald Blanton 9
185. Ron Christner 9
186. Albert Dae Costa 9
187. Roger Dobbins 9
188. Sandi Gammell 9
189. Kurt Lewis 9
190. Steven Jay Pawling 9
191. Doug Sherman 9
192. David Warnock 9
193. Steve Bell 9
194. Tony Herrera 8
195. Randall Hoggard 8
196. Keith Hueth 8
197. Steve Jones 8
198. Mike Lambert 8
199. Terry McDonald 8
200. Robert D. Whalen 8
201. Richard Whisner Jr. 8
202. Greg Wickam 8
203. Terry A. Davis 7
204. Robert W. Dotson 7
205. Rick Doyle 7
206. Richard G. Haas 7
207. Thomas L. Howe 7
208. Clair Hurley 7
209. G.C. Leach 7
210. Ron C. Moore 7
211. Douglas J. Mowe 7
212. Jim Parker 7
213. Rick Parker 7
214. William Payne 7
215. David L. Riley 7
216. Ron Secton 7
217. James D. Ward 7
218. Fred Butler 6
219. Robert Gonzeles 6
220. Steve Johnson 6
221. Jim Parks 6
222. Mike Penhall 6
223. Robert Soto 6
224. Larry Stapleton 6
225. Ray Stringer 6
226. Donald Bittner 5
227. Glen Bolenbaugh 5
228. Bob Bramlett 5
229. Kevin K. Dwyer 5
230. Bill Gray 5
231. Eric C. Olesen 5
232. Jeff Overley 5
233. Bob Scranton 5
234. Donald A. Smith 5
235. Don Berg 5
236. Michael O. Conwell 4
237. George Luther 4
238. Ron Minghelli 4
239. Richard Trait 4
240. Jack Dannenberg 3
241. Larry L. Gatov 3
242. Don Hames 3
243. John B. Johnston 3
244. Jak Kronenberg 3
245. Danny L. Quick 3
246. Dan Willits 3
247. Tim McCool 2
248. Paul G. Stewart 2
249. Bill Burton 1
250. Tom Clark 1
251. Edgar Gilmore 1
252. Dan McMichen 1
253. Gary H. Schamel 1

LIGHTWEIGHT T.T. SCRAMBLES CLUB

1. Lightweights 2261
2. Jackrabbits 1381
3. Prospectors .894
4. S.B.V. M.C. .840
5. Dirt Diggers .688
6. Scramblers .531
7. Gripsters .343
8. Rams .321
9. Sinners .239
10. Powder Puff .233
11. Hi Jinx .171
12. Simi Valley .100
13. Cactus Cats 46
14. Viewfinders 40
15. Buzzards 30
16. Four Aces 30
17. Perris Valley 17
18. Rough Riders 15
19. Ramblers 5
20. Bushmasters 3
21. O.C. M.C. 0

HARE SCRAMBLES
Side Hack Assoc.
Four Corners, Calif.
Sept. 13, 1970
By Dick Wright

OVERALL

Bruce Dunford	500 Ex	Hus
Wes Anderson Jr.	250 Ex	Bul
Tom Muto	500 Ex	Hus
Bob Riley	500 Ex	Hus
Art Knopp	500 Am	Hus
Jack Byers	500 Ex	Ric
Dave Lewis	500 Ex	C-Z
Don Hill	500 Ex	Hus
Whitey Martino	500 Ex	Hus
Phil Bowers	250 Ex	Yam
Dale Brassfield	500 Am	Yam
Tim Smith	500 Ex	Mon
500 NOVICE		
Tom Clodt	500 Nov	Hus
250 AMATEUR		
Tim Okamoto	250 Am	Bul
250 NOVICE		
Dennis Knudsen	250 Nov	Bul
100cc CLASS OVERALL		
Jack Morgan	Ex	Hod
Tom Brooks Sr.	Am	Hod
John Coots	Ex	Pen
Mitch Mayes	Ex	H-D
Randy Milligan	Ex	S-S
Bob Fisher	Am	Hod
Bruce Ogilvie	Am	H-D
Mark Palmquist	Nov	Hod
Kelley Hayes	Nov	Hod

SHORT TRACK STANDINGS
Chris Beck Arena
Santa Rosa, Calif.
By James Brammer

Pts.			
1600	Tom Fleming	125cc Nov	H-D
1200	Bob Cummings	100cc Nov	M-B
1200	Al Silva	125cc Nov	Yam
1100	Steve Knechthe	200cc Nov	Bul
1038	Werner Mecsenburg	100cc Nov	Yam
794	Jerry Pratt	250cc Am	Yam
700	Don Roemer	175cc Nov	Oss
700	Marv Augustine	175cc Nov	Oss
625	Morris McCaslin	200cc Nov	Bul
625	Ron Matteri	250cc Am	Bul

SMRA RACES
Green Valley Raceway
Fort Worth, Texas
Aug. 23, 1970
By Jim Hall

MOTOCROSS RACES

B/B Ron Smith	Tri
C/B Floyd Gaither	Hon
E/B Ralph Threlkeld	Kaw
F/B John Patterson	Kaw
G/B Wayne McKnight	Yam
H/B Ronald Bowers	Bri
I/B Pee Wee Gleason	Yam
E/G Jerry Hawkins	Kaw
I/G Ted York	Yam
J/G Pee Wee Gleason	Suz
CX/G David Ward	Tri
A/M Dick Newson	H-D
B/M Johnny Paynter	H-D
E/M Eddie Hill	Kaw
I/M Casey Jones	Yam
J/M Ronnie Paynter	Hon
TOP ELIMINATOR	
Bob Abels	H-D
RUNNER-UP	
Paul Seales	Kaw

TT SCRAMBLES
Perris, Calif.
Sept. 12, 1970
By Elaine Jones

50cc PP
Charles Summers Hon
Donna May . . . Yam
Penny Terry . . . Yam
100cc NOV. DIV. i
Vic Hensley . . . Yam
Steve Bales . . . Kaw
Stan Patterson . Kaw
100cc NOV. DIV. II
VRick Draudt . . Kaw
Ricky Milner . . Kaw
Dave Racine . . . Hod
100cc NOV. DIV. III
Stan Patterson . Kaw
Mark Revels . . . Kaw
Graig Johnson . . Kaw
125cc NOV. DIV. I
Greg White . . . Kaw
Rick Doyle . . . Yam
B.J. Hayden . . . Yam
125cc NOV. DIV. II
Geo. Gillespie . . Yam
Jim Kline . . . . Yam
Mark Revels . . . Kaw
125cc A/E
Doug Mason . . . Yam
Chas. Soderstrom . Bul
Kay Kanaki . . . Yam
175cc
David Caldwell . Yam
Richard Matthews Yam
Jim Eskew . . . Yam
250cc NOV. DIV. I
Walt Foster . . . Duc
Grey Hogan . . . C-Z
Randy Erickson . . Oss
250cc NOV. DIV. II
Steve Brewer . . Yam
D. Frauenberger . Bul
Terry Stanford . . Bul
250cc A/E
Bob Kline . . . . Bul
Doug Mason . . . Yam
Dennis Cavlson . . Bul
NOV. MOTO A
Boyd Mason . . . H-D
Bruce Prior . . . H-E
Mark Porter . . . Mai
NOV. MOTO B
Mark Bailey . . . Hon
Geo. Gillespie . . Yam
Tim Abshier . . . Yam
A/E MOTO
Cary Tanner . . . Mai
Tony Denius . . H-D
Paul Lass . . . . Mai
MINIBIKE A
Ricky Hart . . . Mav
Steve Sisco . . . M-M
Charles Summers Hon
MINIBIKE B
Jim Beck . . . . Mav
Ken Austin . . . Hon
Ricky Colubb . . Hon
MINIBIKE C
R. Livingston . . Hon
Ronnie Groover . . . .
David Jones . . . Hon

TT SCRAMBLES
Perris, Calif.
Sept. 19, 1970
By Elaine Jones

50cc PP
Penny Terry . . . Yam
Charles Summers . Hon
Donna May . . . . Yam
100cc NOV. DIV. I
Vic Hensley . . . . Yam
Jim Jandell . . . . Bul
Steve Baleo . . . . Kaw
100cc NOV. DIV. II
Frank Novotny . . Kaw
Mike DuBont . . . Kaw
Craig Johnson . . Kaw
100cc NOV. DIV. III
Jeff Coleman . . . Kaw
Rick Draudt . . . Kaw
Donnie Cued . . . Kaw
125cc NOV. DIV. I
TAylor Sisco . . . Yam
Robert J. Wood . . Yam
Norman Blake . . . Yam
125cc NOV. DIV. II
Geo. Gillespie . . . Yam
Pryor Campbell . . Yam
B.J. Hayden . . . . Yam
175-200cc
Doug Mason . . . . . Yam
Jim Eskew . . . . . Yam
David Caldwell . . . Yam
250cc NOV. DIV. I
Tom Stanford . . . . Bul
Stew Cox . . . . . Bul
Terry Stanford . . . . Bul
250cc NOV. DIV. II
Michael Horton . . . Gre
Tim Abshier . . . . . Yam
Lee Clampitt . . . . Mon
250cc A/E
Dennis Creason . . . Bul
Doug Mason . . . . . Yam
Dennis Carlson . . . . Bul
NOV. MOTO
Mark Porter . . . . . Mai
Mark Bailey . . . . . Hon
Gene McKinney . . Hon
A/E MOTO
Geo. Gillespie . . . Yam
Larry Stapleton . . . Tri
Boyd Mason . . . . . H-D
MINI-BIKE A
(3 way tie for 1st)
Steven Sisco . . . . . .
Robert Hanson . . . . . .
John Guthrie . . . . . .
MINI-BIKE B
Mike Lynch . . . . . .
Jay Mandernach . . . . . .
Moi Hill . . . . . .
MINI-BIKE C
Debbie MacGregor . . . .
Dorothy Frost . . . . . .
Larry Callilan . . . . . .
MINI-BIKE D
Toby Julian . . . . . .
Joe Dill . . . . . .
David Jones . . . . . .

TT SCRAMBLES
Elsinore, Calif.
Sept. 12, 1970
By Lorri Lee

POWDER PUFF
K. Bochart . . . Kaw
V. Conley . . . . Kaw
I. Byrnes . . . . Yam
MINI
R. Hunt . . . . . Hon
T. Kearns . . . . Hon
D. Drummond . . . .
S. Kearns . . . . Hon
100 NOV. NOV.
J. Simmons . . . Hod
S. Nichol . . . . Suz
R. Naylor . . . . Suz
J. Drummond . . Hod
125 UP NOV. NOV.
T. Knight . . . . Mai
R. Johnson . . . Yam
J. King . . . . . Yam
G. Saindon . . . Yam
100 NOVICE
R. Roderick . . . Yam
K. Paxton . . . . Kaw
D. Briggs . . . . Kaw
D. Young . . . . Kaw
125 NOVICE
A. Basile . . . . Yam
S. Bates . . . . . Yam
R. Dobbins . . . Yam
200 NOVICE
K. Rowland . . . Yam
D. Calhoun . . . Yam
S. Bates . . . . . Yam
L. Luiljins . . . Yam
250 NOVICE
M. Lund . . . . . Bul
F. Gleir . . . . . Oss
R. Goade . . . . . Bul
J. Teixeira . . . . Yam
350-500 NOVICE
S. Lowell . . . . Mon
E. Pararker . . . Yam
J. Wilhoit . . . . Duc
100 EXPERT
S. Willoughby . . Kaw
R. Aquirre . . . Kaw
R. Roderick . . . Yam
125 EXPERT
K. Tennis . . . . Yam
250 EXPERT
V. Hannon . . . Kaw
M. Hagoski . . . . Oss
K. Tennis . . . . Yam
500-OPEN EX.
R. MacEwen . . Yam
V. Hannon . . . . Tri
E. Steffen . . . . Yam
SPEC' EX.
V. Hannon . . . . Tri
R. MacEwen . . . . .
R. Marquis . . . . . .
SWEEPS
V. Hannon . . . . . .

MOTOCROSS
All Jr. Day at
Bay Mare
Moorpark, Calif.
Sept. 20, 1970
By Gary Schmythe

100 DIV. I A
Mike Flockf . . . . . Kaw
Camron Weeb . . . Hon
Don Heckman . . . . Suz
Rog Sanderson . . . Kaw
100 DIV. I B
Tom Pinneri . . . . . .
Brian Booberick . . Hon
Tim Ford . . . . . Hon
Mike Massman . . . . . .
100 DIV. II
Norm Payne . . . . . Suz
D. Baide . . . . . Pen
Ken Zahrt . . . . . Bul
Chris LaSrenaye . . H-D
125 DIV. I A
Ike Waste . . . . . Pen
Tom Sanders . . . . Yam
Rick Chew . . . . . Sac
125 DIV. I B
Mark Thompson . . A-E
Ron Acezeeo . . . . Yam
Danny Stone . . . . Yam
125 DIV. I C
Steve Saeheen . . . . Pen
Glen Ferris . . . . . Yam
Rick Salmon . . . . Yam
125 DIV. II A
Paul Carden . . . . . Yam
Dan Spathe . . . . . Yam
Steve Merkel . . . . SAc
125 DIV. II B
Jeff Wecker . . . . . Zun
Ray Byers . . . . . Sac
Glen Lane . . . . . Yam
125 DIV. III
Cliff White . . . . . Yam
Mike Todd . . . . . Yam
Greg Robertson . . . C-Z
250 DIV. I A
Pete Cage . . . . . C-Z
Gary Black . . . . . Yam
Bill Stanley . . . . . C-Z
250 DIV. I B
Gereld Merrit . . . . . Oss
Matt Kramer . . . . Yam
Steve Fonteweau . Yam
250 DIV. I C
Dean Preston . . . . . Oss
Steve Rein . . . . . Yam
Juan Pierce . . . . . Suz
250 DIV. II
Gary Dranow . . . . Mon
Steve Elsvree . . . . . C-Z
Richard DAvis . . . . C-Z
250 DIV. III
Jene Ramsay . . . . . Mai
Jeff Robertson . . . . C-Z
Mike Hauss . . . . . AJS
500 DIV. II
John Rathton . . . . C-Z
Ken Markling . . . . . Hus
Bill Kelly . . . . . Hus
500 DIV. III
Jeff Robertson . . . . C-Z
Bob Archer . . . . . Mai
Tom Simpson . . . . C-Z

SCRAMBLES
Gilroy, Calif.
Sept. 20, 1970
By Bill Spencer

100cc NOVICE
Dennis Rogers . . . . . .
John Schaffer . . . . . .
Bill Graham . . . . . .
Rich Wilson . . . . . .
Jeff Hatfield . . . . . .
125cc NOVICE
Carl Blackleague . Yam
Steve Langston . . Yam
175cc NOVICE
Ken Bowman . . . . Yam
Dennis Blake . . . . Hon
175cc AMATEUR
Aaron Asman . . . . BSA
Owen Golway . . . Hon
200cc NOVICE
Jerry Bohan . . . . . Bul
Steve Powell . . . . . Bul
200cc AMATEUR
Rob McChesney . . . Bul
Marty Webster . . . . Bul
250cc NOVICE
Doug Jamison . . . . Bul
Jim Casey . . . . . Bul
Chuck Brush . . . . Yam
Tom Fiori . . . . . Bul
Ray Thiel . . . . . Kaw
250cc AMATEUR
Pat McCaul . . . . . Yam
Gary Vanderpool . . Bul
Don Franco . . . . . Bul
Bruce Brown . . . . . Bul
Ken Johnson . . . . . Bul
250cc EXPERT
John Green . . . . . Bul
Jim Foley . . . . . Bul
Mike VanLienden Mon
Randy Bailey . . . . Mon
Bruce Teixeira . . . . Bul
350cc NOVICE
William Darling . . Hon
Sabino Huerta . . . Hon
500cc NOVICE
Al Fierro . . . . . Tri
Jim Decker . . . . . Mon
Jim Joy . . . . . Mon
500cc AMATEUR
Gene Schuller . . . H-D
Tom Seidel . . . . . Hon
Roger Steyding . . Hon
Brian O'Hagan . . . Mon
500cc EXPERT
Jim Foley . . . . . Yam
Craig Fillmer . . . . Hon
Ken Dalla . . . . . Hon

MOTOCROSS
Hangtown Speedway
Placerville, Calif.
Sept. 11, 1970
By Bruce Young

125 JR. DIV. I
Kevin Henry . . . Sac
Steve Pestoni . . . Sac
Jack Harter . . . . Sac
Niel McDonald . . M-B
125 JR. DIV. II
Bill Grossi . . . . . Sac
Rich Clement . . . Sac
Dan Rasmusson . . Sac
Gary Ceo . . . . . Bul
125 SR.
Carl Cranke . . . . Sac
Brad Lackey . . . Sac
Steve Pestoni . . . Sac
250 JR. DIV. I
Randy Pean . . . Yam
Ross Westphal . . Mon
Glen Fulcer . . . Hus
Keith Honea . . . Bul
250 JR. DIV. II
Jack Mitchel . . . C-Z
Tom Bobie . . . . Suz
Lonnie Foreman . Hus
Richard Bungay . . C-Z
250 SR.
Carl Cranke . . . . Sac
Stan Stanton . . . C-Z
Ron Stockman . . Sac
OPEN JR.
Niel McDonald . . Bul
Doug Nelson . . . Mai
Carl Rodrick . . . Mai
Steve Pestoni . . . C-Z
OPEN SR.
Carl Cranke . . . . C-Z
Claus Nielson . . . Hus
Rory Muscatel . . C-Z
Jay Carter . . . . AJS

CMC MOTOCROSS
Ascot Park
Sept. 10, 1970
By Bob Hill

100 JUNIORS
A. Blain . . . . . Hon
D. Nelson . . . . . A-E
N. Payne . . . . . Suz
K. Zahrt . . . . . Bul
G. Nixon . . . . Hod
125 JRS.
L. Merritt . . . . . Sac
N. Forrisdahl . . . Sac
R. Steffler . . . . . Sac
E. Cole . . . . . Met
T. Parker . . . . Yam
250 JRS.
F. Gualda . . . . . Hus
R. Brown . . . . . Oss
S. Riggen . . . . . Bul
R. Rodriguez . . . C-Z
J. Peacock . . . . . Oss
500 JRS.
M. Cousey . . . . . Mai
W. Catledge . . . . C-Z
F. Corlisi . . . . . Hus
J. Brickner . . . . Mai
R. Jones . . . . . Tri
125 EXPERT-INT.
J. Garcia . . . . . Bul
J. Wright . . . . . Met
A. Lund . . . . . Sac
M. Garrett . . . . . Pen
D. Rodgers . . . . Bul
250 EX.-INT.
T. Rapp . . . . . Bul
B. Brooks* . . . Kaw
J. Fishback . . . Yam
G. Lund . . . . . C-Z
D. Rodgers . . . . Bul
* — Intermediate
500 EX.-INT.
R. Thorwaldson . . Met
J. West . . . . . AJS
B. Hershey . . . . C-Z
J. Maynard . . . . Mai
M. Cram . . . . . Mai
500 JUNIORS
(Omitted from 9-3 issue)
B. Conroy . . . . AJS
B. Nelson . . . . . Mai
S. Bell . . . . . C-Z
M. Causey . . . . . Mai
M. Mulconery . . . Hus

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Let's have an American World Champion. Join the American Motocross Team and receive this beautiful multi-color team patch for a $5 (or more contribution to American Motocross Team, Box 3276, Hollywood, California.

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At Poso Park

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Ron DeSoto/1st/250 Sr.
Bruce Baron/3rd/250 Sr.
Bob Hershey/3rd/500 Sr.
CZs DO IT!
Mid Valley Cycles
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Van Nuys, Calif. 91406
(213) 785-5336

HAPPINESS IS
A DAY AT BAYMARE

AMRA POINT STANDINGS
As of Aug. 28, 1970

125 NOVICE
1. Cliff Allison 201
2. Darrel Kress 174
3. Alan Cranson 101
4. Brad Swinhard 96
5. David Klecak 93
6. Steve Bruder 78
7. Kent Harrison 78
8. Bobby Dias 77
9. Dusty McWilliams 64
10. Greg Eisenhart 38
11. T. J. Jones 33
12. David Campbell 28
13. Larry Barrington 28
14. Rex Blackwell 24
15. Pat Klein 22
16. Tom Collins 21
17. Tom Baker 20
18. Danny Swisher 19
19. Bob Arnold 15
20. Bob Hendrickson 15
21. Richard Casteel 10
22. Woody Allison 9
23. Roger Conant 6
24. Danny Kennady 6
25. Ed Canell 5
26. No. 7 5
27. Joe Kakaly 4
28. James Rummage 3
29. Duran Saavebra 3
30. Dan Coberly 2
31. Richard Bonine 2
32. Randy Woods 2
33. Bob Rhinhard 1
34. Jim Roberts 1

125 AMATEUR
1. Jean d'Aquin 227
2. Paul Schneider 110
3. Ken Saunders 91
4. Dick Leisner 82
5. Paul Rosenfeld 71
6. Nick Dempsey 41
7. Ray Brown 35
8. Bob Morgan 30
9. D. Hadock 15
10. Ray Frank 12
11. Tom Savage 8

125 EXPERT
1. Gary Wells 253
2. Dan Croyle 204
3. Ronnie Dorsey 83
4. Brian LaPlante 66
5. Robert Duffy 48
6. John Fox 27
7. Lon Cramer 23
8. Ron Shuman 14

250 NOVICE
1. Larry Majors 208
2. Bill Strauss 190
3. Gene Godwin 77
4. Kraig Kosier 71
5. Dick Stone 61
6. Cecil Wood 56
7. Cliff Allison 53
8. Art Fredenburg 52
9. Jeff Brown 43
10. Chuck Glenn 41
11. Jim Forler 33
12. Jeff Coker 32
13. Bill Blackwell 31
14. Doug Ward 25
15. Richard Bonine 25
16. Kevin Ruddy 23
17. Daryl Davis 22
18. Gene Koneman 21
19. Rudy Johnson 20
20. Mark Coker 18
21. Jim Haviland 16
22. Phil Walker 13
23. Bobby Dias 12
24. David Dewey 11
25. James Rummage 9
26. Ken Campbell 9
27. Richard Hale 8
28. Donald Bennett 7
29. Dick Smith 7
30. Jack Thomas 6
31. Kim Thompson 5
32. Randy Strong 5
33. Jim Wade 5
34. Rick Meek 4
35. Bob Adams 4
36. Landon Carlock 3
37. Ron Brennan 3
38. John Rafail 2
39. Jim Anderson 1
40. Steve Bruder 1

250 AMATEUR
1. Bob Iles 221
2. Steve Bigler 123
3. Craig McCann 116
4. Pat McGuire 106
5. Tom Burcham 91
6. Louie Majors 84
7. Carl Kobell 65
8. Marty St. Martin 64
9. Steve Lacey 49
10. John Marchetti 27
11. Bruce Marble 25
12. Daryl Nobbley 12
13. Rey Frank 10
14. Jim Morgan 9
15. Gary Daye 5

250 EXPERT
1. Tom Halford 209
2. Jim Halford 202
3. Gary Wells 195
4. Jim Boat 90
5. Ron Shuman 80
6. Mark Mosher 69
7. Butch Beard 62
8. Byron Boaz 60
9. Brian Ross 34
10. Daymon Gorden 27
11. Jim Nutter 20
12. Lon Cramer 15
13. Dan Croyle 13
14. Robert Duffy 10
15. Richie Boaz 9

500 NOVICE
1. Gary Davis 220
2. Bill Nichols 146
3. Gary Jackson 98
4. James Cash 74
5. Jerry Perott 63
6. Paul Saarup 61
7. Larry Majors 52
8. Rand Bruder 44
9. Ted Huntington 41
10. Paul Bennett 40
11. Jim Wade 32
12. John Weil 20
13. Dennis Hines 15
14. Jim Anderson 15
15. Doug Ward 13
16. Dick Stone 11
17. Randy Strong 10
18. Roger Ross 8
19. 8
20. Don Culley 5
21. Ron Brennan 4

AMRA Point Standings Cont'd

OPEN NOVICE
1. Ron Ford 172
2. Neil Bennett 95
3. Keith Harrison 48
4. Ken Harrison 12
5. Jim Edwards 10

OPEN AMATEUR
1. Ray Gilbert 174
2. Jean d'Aquin 173
3. John P. Hill 156
4. David Bateman 127
5. Ken Killebrew 106
6. Pete Wouters 57
7. Dick Leisner 23
8. Ken Hegland 19
9. Pat Palmer 17
10. Greg Steinke 16
11, Dennis Hines 15
12. Jack Dovenspike 13
13. Jim Abbott 10
14. Larry Brune 9
15. Rick Meek 7
16. Donald Bennett 6
17. Carl Kobell 1

OPEN EXPERT
1. Jon Sellers 273
2. Gary Wells 99
3. Joe Klecak 81
4. Butch Beard 76
5. Leon Parks 74
6. Jim Nutter 73
7. Lakin Gabbert 66
8. Paul Niemi 32
9. Byron Boaz 30
10. Ron Shuman 12
11. Jim Halford 11
12. Mark Mosher 11

MOTOCROSS
Pinon, Colo.
Sept. 13, 1970
By Annie Brokaw

125 PROFESSIONAL
John Meyer ....Sac
Gary Bailey ....Sac
Ron Hickerson ..Sac
Tim Thompson ..Hod
James Adson ..Yam
Mike Sparkman ..Yam
Shirk Evans ....Pen

125 SPORTSMAN
David Gavin ....Sac
Paul Bratzler ....Sac
John Stock ....Pen
Dan McElroy ....Sac
Mike Howrey ....Yam
Lance Hill ....Pen

250 PROFESSIONAL
Herb Guck ....Hus
Bill Oury ....Yam
Gary Bailey ....Gre
Dennis Donaldson Yam
Mike Meyer ....Hus
Phil Ormerod ....Kaw
Bill Thomas ....Hus
Lee Roy Carmody Hus

250 SPORTSMAN
Rick Bahr ....Gre
Stan Adams ....Bul
Bob Dupee ....Gre
Tom Greenwood ....Hus
Steve Cross ....Mai
Pete Caskey ....Hus
Gary Coleman ....Mai
Thomas Gould ....Mon

500 PROFESSIONAL
Gary Bailey ....Gre
John Meyer ....Hus
Gene Durham ....Hus
Bill Oury ....Yam
Steve Chavez ....C-Z

500 SPORTSMAN
Jim O'Connor ....Hus
Bruce Wilson ....Hus
James Patterson ....Mai
Rick Opperman ....Hus
Jim Campbell ....Mai
Don Fox ....Hus
Tim Carter ....Hus
Chuck Hedrick ....Mon

POWDER PUFF
Annie Brokaw ..Yam
Cindy Moore ..Kaw

20-LAP HALF MILE
Ascot National
Ascot Park
Gardena, Calif.
Sept. 19, 1970

EXPERT FINAL
Gene Romero ....Tri
Mark Brelsford ....H-D
Lloyd Houchins ....Tri
Dave Aldana ....BSA
Shorty Seabourne ..Nor
Jimmy Odom ....Tri
Tom Rockwood ....Tri
Don Castro ....Tri
Keith Mashburn ..Yam
Cal Rayborn ....H-D
Mel Lacher ....H-D
Jody Nicholas ....Nor

14 LAP AM. FINAL
John Hateley ....Tri
Gary Fisher ....Tri
Al Kenyon ....BSA
Kris Bakke ....BSA
Nick Theroux ....BSA
Terry Dorsch ....Tri
Ron Spillman ....Tri
Tod Sloan ....Tri
Don Emde ....BSA
Rex Beauchamp ..H-D
Wheeler Gresham ..BSA

T.T. RACES
Ascor Park
Gardena, Calif.
Sept. 18, 1970

15 LAP COMBINED FINAL
Eddie Mulder ....Tri
Terry Dorsch ....Tri
Dusty Coppage ....Tri
John Hateley ....Tri
Dallas Baker ....BSA
Tom Clark ....Tri
Frank Gillespie ....Tri
Ted Longwith ....BSA
Alex Armstrong ....Tri
Mike Haney ....Tri
Tom Rockwood ....Tri
Skip Van Leeuwen ..Tri

8 LAP NOVICE FINAL
Gary Scott ....Bul
Kenny Roberts ..Mon
Al Baker ....Yam
Ron Moore ....Bul
Sal Peluso ....Yam
Matt Falconer ....Bul
Chuck Gann ....Bul
Scott Brelsford ....Bul
Carroll Heiland ....Oss
Mike Hagoski ....Oss
Tom Warren ....Bul
Jim Crenshaw ....Bul

TT SCRAMBLES
Saddleback Park
Irvine, Calif.
Sept. 20, 1970
By David Swift

125 AM-EXPERT
Dan Daigh ....Yam
Jim Connolly ....Bul
Steve Nichols ....Yam

175-200 AM-EXPERT
Bob Hofford ....Yam
Chas. Soderstrom ..Bul
Larry Taylor ....Bul

250 NOVICE
Bob Hoffond ....Bul
Richard Trait ....Oss
Ernie Carter ....Oss

250 AM-EXPERT
Dannie Hockie ....Oss
Chet Bert ....Bul
Charles Gann ....Oss

500 NOVICE
Lloyd Mason ....H-D
Richard Gino ....Yam
Steven Lowell ....Mon

500 AM-EXPERT
Jim Connolly ....Gre
Dwight Harlow ..BSA
Wayne Rutledge ..R/M

50 NOVICE
Joe Monohan ....Yam
John Kavanaugh, Jr.Suz
Rod Sexton .....

100 NOVICE
Bob Farmer ....Kaw
Joe Monohan ....Yam
David Edge ....Kaw

100 AM-EXPERT
Richard Sweany ..Kaw
Bob Brooks ....Kaw
Robert Sanders ..Kaw

POWDER PUFF
Diane Connolly ..Hod
Ginny Bird ....Yam
Georgia OldenbrookR/M

125 NOVICE
George Gillespie ..Yam
Mark Lassila ....Yam
Steve Pawling ....Yam

650 NOVICE
David Harvey ....Nor
Allen Karschner ....Tri
Herbert Matthews ..Tri

650 EXPERT
Chet Bert (tie)BSA (Am)
R. Marquez (tie)Tri (Ex)
Art Marillas ....Tri (x)

TT & SHORT TRACK
Orange County Speedway
Sept. 16, 1970
By Rich Hoffman

0-125cc TT
Randy Bailey ....Yam
Bruce McDougal ..Hon
Dave Messersmith ..Yam
Mark Tyer ....Kaw
Keith Crecelius ..Kaw
Leonard Mellgren ..Kaw

250cc TT
Brad Wilmert ....Oss
Jim Hendry ....Oss
Bill Smith ....Iss
Mike Dailey ....Yam
Chuck Williams ....Hus
Scott Hendrickson ..Bul

500cc-OPEN TT
Steve Thomas ....BSA
Carroll Heiland ....
Davey David ....Bul
Roy Jarrett ....Hon
Denny Groover ....Oss
Scott Hendrickson ..Bul

0-125cc ST
Randy Bailey ....Yam
Marty Davis ....Bul
Randy Williams ....Yam
Robt. Crecelius ..Kaw
Keith Crecelius ..Kaw
Dave Messersmith ..Yam

250cc ST
Robby MacEwen ..Yam
Carroll Heiland ....Oss
Jim Hendry ....Oss
Brad Wilmert ....Oss
Mike Dailey ....Yam
Scott Hendrickson ..Bul
Cody Morrow ....Suz

500cc ST
Robby MacEwen ..Yam
Mike Chamberlain Yam
Davey Davis ....Bul
Scott Hendrickson ..Bul
Bill Smith ....Oss

MOTOCROSS
Phoenix, Ariz.
Manzanita Speedway
Sept. 13, 1970
By Randy D. Bailey

125 JUNIOR
Fred Villopoto ....Hod
Donald Bulitta ....Pen
Cal Spotnitz ....Yam
Ernie Platt ....Pen

125 SENIOR
John Fox ....Sac
Danny Kennedy ..Yam
Pat Palmer ....CZ
Frank Fruciano ....Sac

250 JUNIOR
Jon Miller ....Oss
Sam Redman ....
Al Eshenbaugh ....Hus
B.J. Gibman ....

250 SENIOR
John DeSoto ....C-Z
Brian Ross ....AJS
Brian LaPlante ....Mai
Bill Meyer ....C-Z

OPEN JUNIOR
Ron Rosepilar ....Bul
Jerry Bateman ....Hon
John Holn ....Hus
Dan Frasinski ....Hus

OPEN SENIOR
John DeSoto ....C-Z
Byron Boaz ....C-Z
Paul Niemi ....Mai
Jim Page ....Mai

BUDDY RACE
DeSoto-Boaz ....C-Z
Niemi-Bateman ....Mai
Page-Coyle ....Mai
Morgan-Bailey ....C-Z

T.T. SCRAMBLES
Bakersfield, Calif.
Sept. 12, 1970
By Jack Light

50cc
Brian Hurst ....Suz
Bill Ritchy ....Suz

100cc NOVICE
Tom Jones ....Suz
Greg Hanson ....Kaw
Craig Martin ....Kaw
Frank Martin ....Suz

100cc AMATEUR
Curt Lange ....Kaw
Don Andreatta ....Hod

125cc NOVICE
Tom Garrett ....Yam
Doyle Stenger ....Yam
Paul Anderson ....Yam
Paul Coles ....Yam

125 AM/EX.
Ron Tobey ....Yam
Vince Foster ....Yam
David Matthews ..Yam

200 NOV/AM.
Gary Walker ....Bul
Stan Sanderson ....Bri
Larry Fairbanks ..Yam

250 NOVICE
Stephen Potter ....Bul
Harold Anderson ..Oss
Rickie Biddle ....Yam
Howard Howell ..Yam

250 EXPERT
Jim Maxwell ....Bul
Greg Smith ....Mon
Tom Tomlinson ..Mon

OPEN NOVICE
Terry West ....Tri
Ron Ely ....Mai
Bob Burman ....Tri

OPEN AMATEUR
Ron Keener ....Yam
Pete Hixon ....Tri
Don Harrell ....BSA

OPEN EXPERT
Rick Newby ....Tri
Joe Brown ....Yam
Midge Griffith ....Nor

MOTOCROSS
Hangtown Speedway
Placerville, Calif.
Sept. 18, 1970
By Bruce Young

125 JR. DIV. I
Jack Harter ....Sac
Kevin Henry ....Yam
Chuck Clark ....Hod
Doug Nelson ....Sac

125 SENIOR
Carl Cranke ....Sac
Jay Carter ....Sac
Kevin Henry ....Yam

250 JR. DIV. II
Gary Navumari ....Bul
Russ Westphal ....Mon
Anthony Williams ..Oss
Elmer Grant ....Oss

OPEN JR.
Doug Nelson ....Mai
Mike Wolfkamp ....Hus
Randy Pean ....Yam
Marvin Helzer ....C-Z

125 JR. DIV. II
Dan Rausmussin ....Sac
Joe Lodermier ....Yam
Rory Muscatel ....Sac
Rich McMurry ....Sac

250 JR. DIV. I
Bill DePratto ....Hus
Bill Greene ....Oss
Mike Wolfkamp ....Hus
Mark LaRue ....C-Z

250 SENIOR
Carl Cranke ....C-Z
Brad Lackey ....C-Z
Phil Jacobson ....C-Z
Jay Carter ....C-Z

OPEN SENIOR
Ron Stockman ....C-Z
Carl Cranke ....C-Z
Brad Lackey ....C-Z
Claus Nielson ....Hus

AMA POINT STANDINGS

Gene Romero .. 648
Jim Rice 565
Dave Aldana 452
Dick Mann 412
Don Castro 348
Mert Lawwill 317
Chuck Palmgren 304
Tom Rockwood 300
Mark Brelsford 291
Gary Nixon 269

SPEEDWAY
San Gabriel, Calif.
Sept. 20, 1970
By Dennis Greene

HANDICAP CONSOL.
Mike Bast ....
Les Chankey ....
Larry Shaw ....
Don Cullum ....

HANDICAP MAIN
Scott Autrey ....
Stu Morley ....
Carlin Yokum ....
Ruben Benites ....
Bill Cody ....
Jim Nicholson ....

SCRATCH CONSOL.
Jim Nicholson ....
Mike Bast ....
John Fishburn ....
Larry Heinselman ....

SCRATCH MAIN
Rick Woods ....
Scott Autrey ....
Larry Shaw ....
Bill Cody ....

SECOND DIV. MAIN
Jim Castor ....
Irwin Moon ....
Sands ....
Butch Fishburn ....
Phil Moon ....
Molly ....

MATCH RACE
Bill Cody ....
Rick Woods ....

CMC MOTOCROSS
Saddleback Park
Sept. 20, 1970
By Ron Szilagyi

100cc JR.
R. Beere ....Hod
D. Shear ....Bul
B. Porter ....Hod
L. Masucci ....Bul
B. Shear ....Hod

125cc JR. DIV. I
P. Flynn ....Yam
T. Hugueley ....Bul
H. Shear ....Bul
T. Mandeville ....Yam
P. Welsch ....Yam

125cc JR. DIV. 3
L. Green ....Sac
G. Saverien ....Sac
T. Slaton ....Bul
R. Hummel ....Bul
L. Merritt ....Sac

250cc EXPERT
J. Wilson ....Gre
B. Holcomb ....C-Z
T. RApp ....Bul
J. West ....AJS
B. Messer ....Mai

125cc EX.-INT.
J. Beauchamp ....Sac
B. Holcomb ....Oen
D. Rogers ....Bul
J. Garcia ....Bul
T. Hart ....Sac

125cc JR. DIV. 2
R. Seymour ....Yam
G. Messick ....Yam
R. Frezza ....Bul
D. Humphrey ....Yam
C. Lampe ....Yam

250cc INTERMEDIATE
J. Rubcic ....C-Z
R. DeSoto ....C-Z
D. Smith ....Oss
B. Witte ....Oss
J. MacDonald ....C-Z

250cc JR. DIV. I
M. Richmond ....AJS
D.C. Handler ....C-Z
L. McCarty ....Bul
P. Kolbet ....C-Z
R. Perry ....AJS

250cc JR. DIV. 2
J. Pavich ....C-Z
L. Lick ....C-Z
A. Goto ....Yam
T. Hoke ....C-Z
J. Buhl ....Hus

250cc JR. DIV. 4
B. LaPlante ....Mai
D. Miles ....Mai
D. Benson ....C-Z
S. Ericson ....Mon
B. Parkinson ....C-Z

500cc EXPERT
J. Wilson ....Gre
G. Harris ....Hus
P. DeBendetti ....Mai
J. DeSoto ....C-Z
J. West ....AJS

500cc JR. DIV. 2
E. Alvarez ....C-Z
B. Boaz ....C-Z
B. Cootes ....Hus
D.L. Vick ....Hus
R. Franklin ....Mai

250cc JR. DIV. 3
C. Rouse ....C-Z
T. Sugg ....Hus
R. Henry ....C-Z
J. Maeda ....Mai
M. Hunt ....C-Z

500cc INTERMEDIATE
W. Burell ....Mai
R. Hershey ....C-Z
R. Bunn ....C-Z
J. Barclay ....Hus
D. Baker ....C-Z

500cc JR. DIV. I
G. Cochell ....Bul
T. Darratt ....Hus
R. White ....C-Z
F. Sykes ....Mai
M. Causey ....Mai

SPEEDWAY
Orange County, Calif.
September 18, 1970
By Mike Capalite

CHAMPIONSHIP ELIMINATION RACES
1st
Dennis Gildehaus ..Jaw
Larry Moon ....Jaw
Phil Moon ....JAP
Gary Fishburn ....Jaw
2nd
Jim Gresham ....Jaw
Jim Anderson ....Jaw
Jim Doron ....Jaw
Larry Earhart ....JAP
3rd
Scott Autrey ....JAP
Jerry Singer ....JAP
Butch Fishburn ....JAP
Eric Oleson ....JAP
4th
Jim Nicholson ....JAP
Les Chanky ....Jaw
Jim Foxe ....Jaw
Fred Ortiz ....Jaw
5th
Bruce Haserot ....Jaw
Terry Graham ....Jaw
Chuck Hatcher ....Jaw
Joe Fitzpatrick ....Jaw
6th
Harlan Bast ....Jaw
Don Cullum ....Jaw
Chuck Tidwell ....Jaw
Ruben Benites ....Jaw

HANDICAP CONSOL.
Mike Bast ....Jaw
Rick Woods ....Jaw
Mike Konle ....Jaw
Gary Fishburn ....Jaw
Gus Lauer ....JAP
Jim Anderson ....Jaw

SCRATCH CONSOL.
Bill Cody ....Jaw
Stu Morley ....Jaw
Mike Konle ....Jaw
Steve Bast ....Jaw

HANDICAP MAIN
Stu Morley ....Jaw
Steve Bast ....Jaw
John Fishburn ....Jaw
Jim Nicholson ....JAP
Don Cullum ....Jaw
Chuck Tidwell ....Jaw

SCRATCH MAIN
Larry Shaw ....Jaw
Sonny Nutter ....Jaw
Rick Woods ....Jaw
John Fishburn ....Jaw

TT & FT
Trojan Speedway
Sept. 17, 1970
By Eddie Smith

MAIN EVENTS
100 TT
Kirk Redding ....Kaw
Tommy Horton ..Kaw
Mark Revels ....Kaw
Paul Wilde ....Yam
Roy Widner ....Kaw
Bob Doornbos ....Hon

125 TT
Kirk Redding ....Kaw
Tommy Horton ..Kaw
Paul Wilde ....Yam
Bruce Nordstrom ..Yam
Wally Jones ....Suz
Robby Bura ....Yam

250 TT
Bob Byars ....Yam
Ron Powell ....Bul
Jim Miller ....Oss
Dan Corbett ....Bul
Scott Sivdage ....Yam
John Corbett ....Bul

100 FLAT TRACK
Tommy Horton ..Kaw
Kirk Redding ....Kaw
Mark Revels ....Kaw
Gary Johnson ....Kaw
Robbie MacEwen ..Yam
Steve Mullound ..Hod

125 FLAT TRACK
Bob Young ....Yam
Bruce Nordstrom ..Yam
Robby Burg ....Yam
Gary Hardin ....Yam
Ray Wunno ....Bul
Chris Davison ....Yam

250 FLAT TRACK
Bob Sanders ....Yam
Robby MacEwen ..Yam
Ron Powell ....Bul
Dan Corbett ....Bul
Jim Miller ....Oss
Dan Carlton ....Oss

TROPHY DASHES
100 TT
Tommy Horton ..Kaw

125 TT
Tommy Horton ..Kaw

250 TT
Ron Powell ....Bul

250 F.T.
Bob Sanders ....Yam

DEADMANS POINT
Victorville, Calif.
Sept. 20, 1970
By Dave Brown

100cc JR. DIV. I
S. Wright ....Hod
J. Bruns ....Hod
S. Solomon ....Hon
L. Brimer ....Hod

100cc JR. DIV. II
G. Bryan ....Hod
G. Poppett ....Hon
T. Hollis ....Sac
K. Shaw ....Hod

125cc JR. DIV. I
T. Nickol ....Zun
J. Stout ....Yam
R. Protich ....Sac
K. Kirchert ....Yam

125cc JR. DIV. II
B. King ....Yam
M. Bryan ....Sac
B. McMartin ....Yam
J. Powers ....Bul

125cc JR. DIV. III
S. Wright ....Sac
M. Nixon ....Yam
D. Lawson ....Yam
M. Fischer ....Sac

250cc JR. DIV. I
S. Johnson ....Hus
G. Bevans ....Hus
M. Spellman ....Oss

250 JR. DIV. II
R. Martin ....Oss
M. Morris ....Hus
R. Drauker ....Bul

250 JR. DIV. III
W. Shirreffs ....Hus
J. Travis ....Yam
B. Douglas ....Yam

250 JR. DIV. IV
B. Bassett ....C-Z
M. Faulkner ....Hus
D. Lawson ....Yam

500cc JR.
T. Buck ....Hus
S. Schmit ....Hus
B. Samuelson ....Mon

250cc SR.
R. Peterson ....Yam
R. Staten ....Oss
J. Fishback ....R.M.

500cc SR.
B. Feldkamp ....Hus

MOTOCROSS
South Bend, Wash.
Sept. 6, 1970
By Kevin Hill

125 BEGINNERS
Ollie St. Clair ....Hod
John Webber ....Hod
Leon Bethel ....Hod
Marvin Webber ....Hod
John Johnson ....Hod
Tom Balcom ....Hod

125 EXPERT
George McNelly ..Yam
Brian Barthrop ....Bul
Mike Doherty ....Sac
Joel McNelly ....Yam
Mike Pelela ....A-E
Kevin Hill ....Pen

250 EXPERT
Lee Frost ....C-Z
Harold Storm ....Hus
Joe Williams ....Bul
Jerry West ....Yam
Jim Norton ....Hus
Doug Raines ....Hus

OPEN EXPERT
Doug Munson ....Mon
Wayne Larson ....Hus
Bert Iler ....Hus
Tom Hartman ....Hus
Grant Forsberg ....Hus
Dave Hashman ....Hus

HARE SCRAMBLES
Cactus Cats
Sept. 20, 1970
By Invader Vickie

Rich Thorwaldson ..Ex
Tom Poteet ....Ex
Bruce Dunford ....Ex
Wes Anderson Jr. ....Ex
Bob McLaughlin ....Ex
Gary Griffin ....Ex
Gary Preston ....Ex
Wayne Garrett ....Am
Frank Russo ....Ex
Tom Schmid ....Ex
Tim Smith ....Ex
Doyle Field ....Ex
Jim Corning ....Ex
Rob Waters ....Ex
Sam Burg ....Ex
Robert Peters ....Ex
Art Knopp ....Am
Glenn Thomas ....Ex
Dave Lewis ....Ex
Mike McCoy ....Ex
Jim Brown ....Am

TRAIL BIKES
Terry Clark ....Ex
Jack Morgan ....Ex
Allen Lund ....Ex
Cortis Brooks ....Ex
Scott Harslip ....Am
Mitch Mayes ....Ex
Randy Milligan ....Ex
Tom Brooks ....Ex
Bob Fisher ....Am
Brad Bridges ....Am
John Price ....Am
Jack Stonesifier ..Nov

CMC MOTOCROSS
Ascot Park
Gardena, Calif.
Sept. 17, 1970
By Bob Hill & Shelly Smith

100 JUNIOR
B. Hosford ....Yam
R. Rockwood ....Suz
K. Zarht ....Bul
J. Brown ....Sac
G. Nixon ....Hod

125 JUNIORS
S. Copelin ....Yam
L. Merritt ....Sac
R. Williams ....Yam
V. Forrisdahl ....Sac
E. Cole ....Met

250 JUNIOR
B. Hosford ....Yam
R. Brown ....Oss
J. Carmello ....Yam
M. Marsh ....Yam
S. Riggen ....Bul

500 JUNIOR
F. Gualda ....Hus
A. Amarillas ....C-Z
F. Carlisi ....Hus
M. Causey ....Mai
D. Haller ....Yam

125 EXPERT-INT.
J. Garcia ....Bul
T. Hart ....Sac
J. Wright ....Met
A. Lund ....Sac

250 EXPERT-INT.
B. Messer ....Mai
J. Wilson ....Gre
T. Hart ....Mon
T. RApp ....Bul
S. Elsworth ....Bul

500 EXPERT-INT.
R. Thorwaldson ....Met
J. West ....AJS
T. Hart ....Mon
R. Hershey ....C-Z
J. Maynard ....Mai

TT RACES
Huntington Beach, Cal.
Sept. 20, 1970
By Dave Swift

100 NOVICE MAIN
Doug Perrault ....Suz
Gary Johnson ....Kaw
Keith Crecelius ..Kaw
Jack Freeman ....Kaw
Robt. Crecelius ..Kaw
Eddie Drake ....Kaw

125 NOVICE MAIN
Bobby Butt ....Yam
Steve Herrera ....Yam
John Rice ....Kaw
Doug McIntyre ....Bul
Robt. Crecelius ..Kaw
Keith Crecelius ..Kaw

250 NOVICE MAIN
Tim McCool ....Bul
Doug Sherman ....Oss
Doug Perrault ....Bul
Chipper Fernandez Yam
John Randolph ....Bul
Bill Burton ....Bul

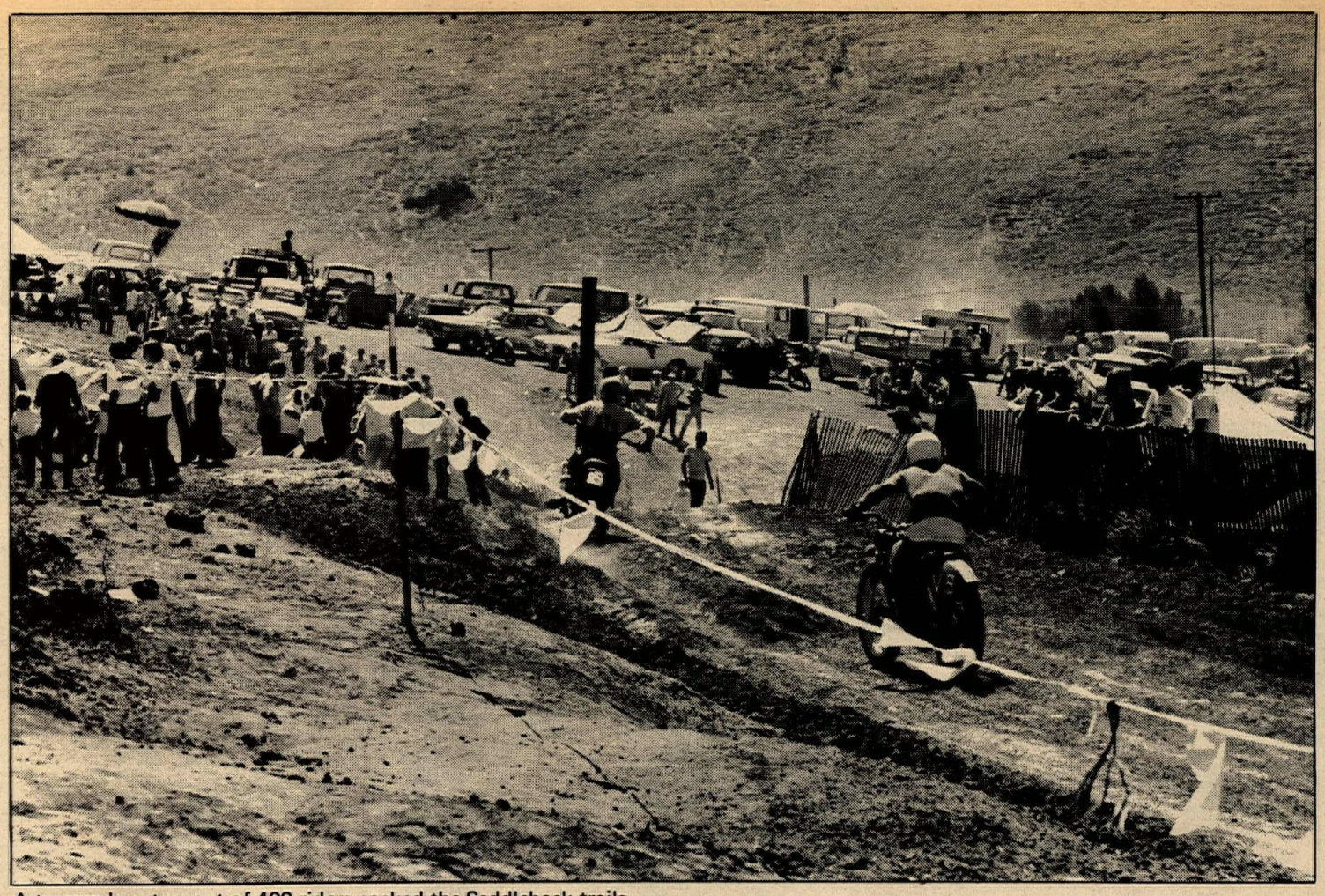
350-OPEN NOV. MOTOS
Don Emmons ....BSA
Bryon Farnsworth ..Bul
Butch North ....Hon
John Talarico ....Tri
Dennis Schoesson AJS
Vincent Zine ....Tri

100-125 EXPERT MAIN
Richard Sweany ..Kaw
Bob Sanders ....Kaw
Steve Herrera ....Yam
Bobby Butt ....Yam
Dan Muirhead ....Yam
Robby Burg ....Yam

250 EXPERT MAIN
Tom White ....Bul
Carroll Heiland ....Oss
Jerry Greer ....Bul
Bob Sanders ....Bul
Doug Sherman ....Oss
Jim Barnes ....Yam

350-OPEN EX. MOTOS
Bryon Farnsworth ..Bul
Don Emmons ....BSA
Robby MacEwen ..Yam
Butch North ....Hon
James West ....Hon

CMC MX



A tremendous turnout of 400 riders packed the Saddleback trails.

By Ron Szilagy

IRVINE, CALIF., Sept. 20, 1970 — With very few exceptions, Southern California's entire Expert Motocross population converged here at Saddleback Park Sunday for a day of exceptional racing, that saw Greeves rider, Jim Wilson, come off the injured list to capture victory in the 250 and 500cc Expert classes.

Victory hardly came easy, as he had the likes of Russ Darnell, John DeSoto, Jim West, Tim Hart, Briar Holcomb and G. Harris to contend with.

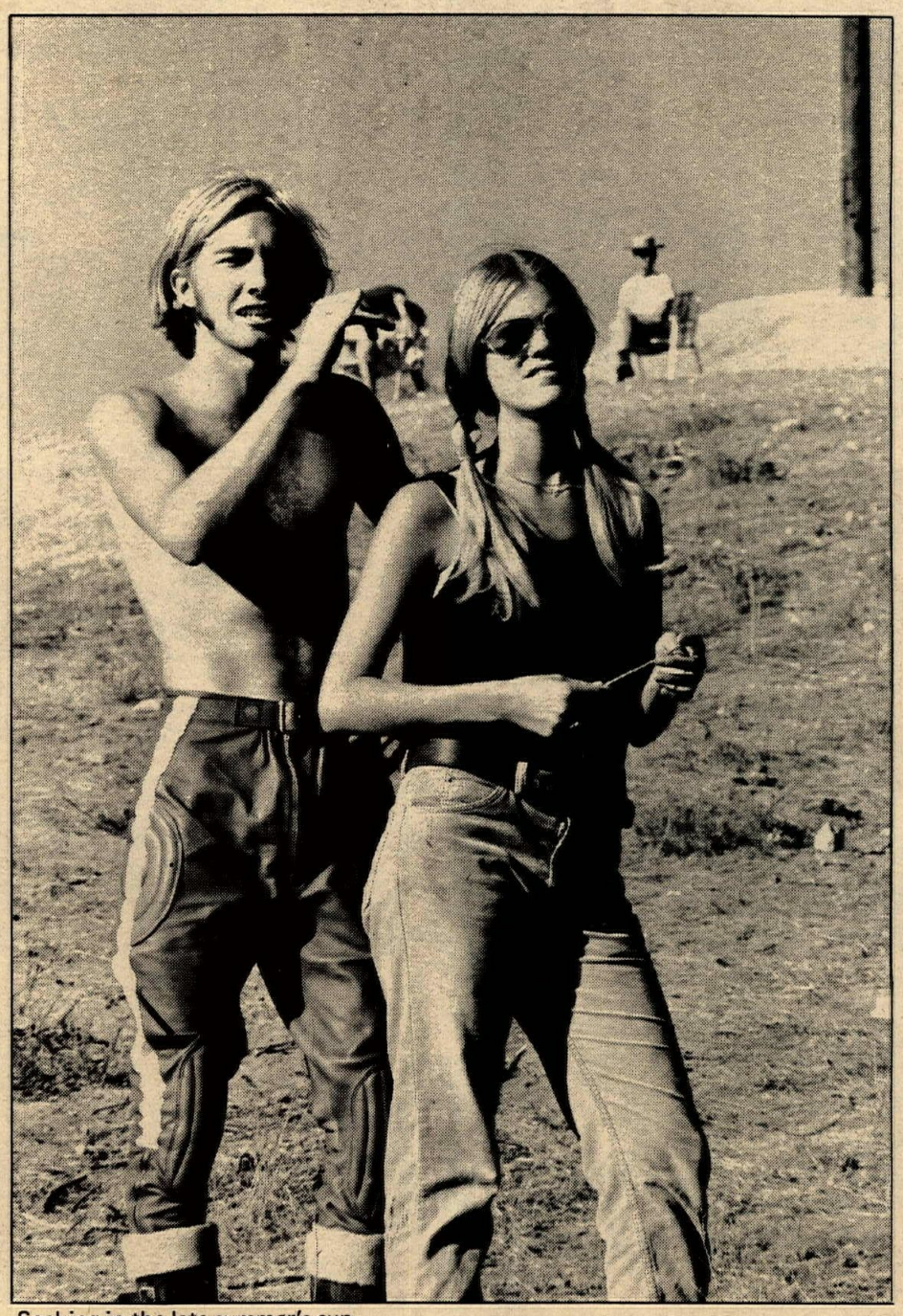
Wilson seemed to "cool it" in the first moto of both the 250 and 500 event, but in the second 250 got he was very much on form, moving from the middle of the pack to win the event. The final round of 250 Expert competition was practically a repeat of the second moto, as Wilson came from a sixth place start to pick off riders one at a time, until he got the lead on the next to last lap, closely followed to the checkers by Tom Rapp and his Bultaco.

A relatively unknown Expert rider, G. Harris, led the first 500cc go from start to finish, but Wilson came back in the final two rounds for two victories and a class win.

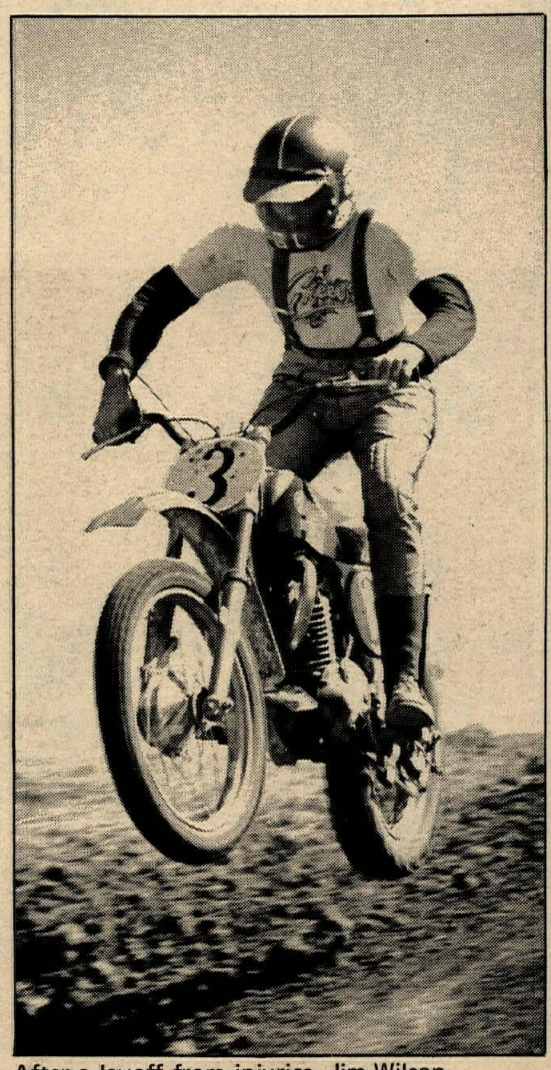
Nearly 400 riders were on hand for the largest CMC turnout yet at Saddleback, including three divisions of 125cc Jrs., four divisions of 250cc Jrs., two divisions of 500cc Jrs., and even enough Intermediates to run separately from the Experts. In all, 45 races were run between 10:25 am and 5:30 pm — at which time, the CMC, as per usual, had the results completed.

Don Emler was suspended from riding any events at Saddleback until December 31 for "unsafe conduct in the parking lot and two way road." Saddleback management said the Emler was suspended on his first day back after a previous 90 day suspension.

(Results on page 22)



Soaking in the late-summer's sun.

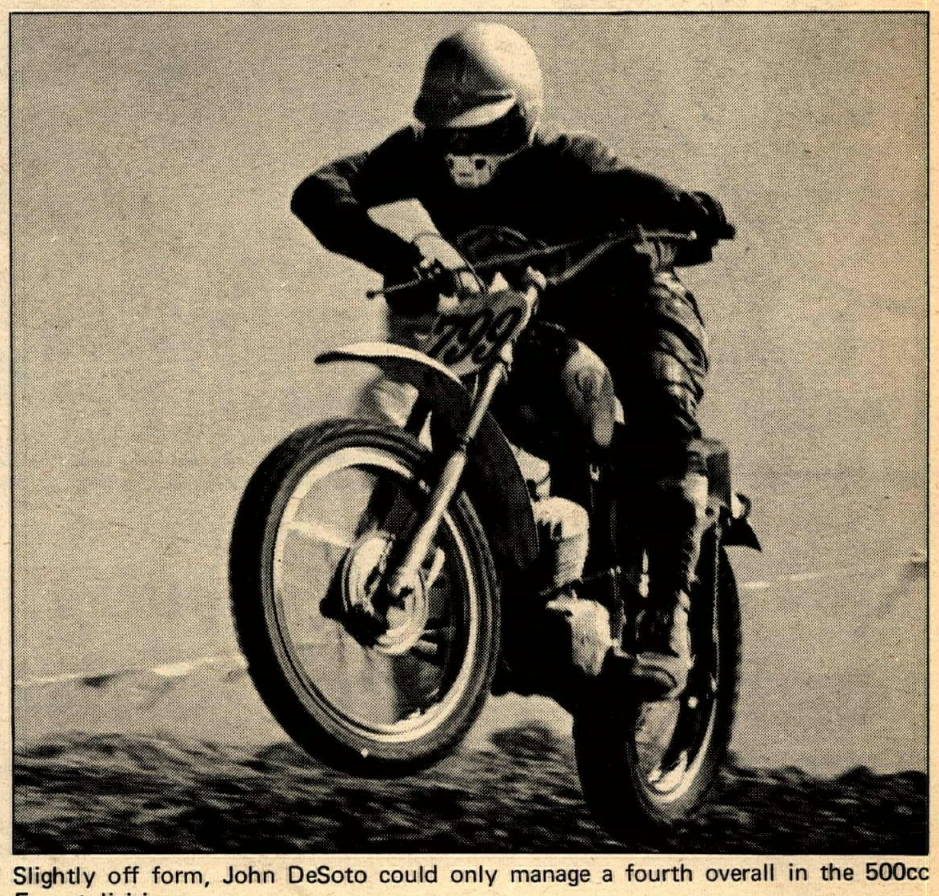


After a layoff from injuries, Jim Wilson was victorious in the 500 and 250 Expert classes.

The hill was a nice vantage point of most of the course.

Tim Hart (11) holds down first place early ahead of Jim Wilson (3). Hart's best finish of the day was fifth in the 125 Ex-Int. class. Greg Harris (663) took second in the 500cc Expert division behind Wilson.

CZ mounted B. Parkinson (805) holds lead momentarily over another CZ controlled by D. Benson. Benson was third in the 250cc Jr. Div. IV while Parksinson grabbed fifth.



Slightly off form, John DeSoto could only manage a fourth overall in the 500cc Expert division.

(Continued from page 2)

CALENDAR

SUNDAY, OCT. 4

BENEFIT ENDURO for M.O.R.E. by Conejo Trail Riders, limed from Frasier Park, near Gorman. Three man teams and single rider entries. Limited to 200 riders. Mail entry $4 per rider ad[illegible], $5 post. Starts at 8 a.m. 70 mile course. Entries Closed. Spark arresters a must. Proceeds to M.O.R.E. Info: (213) 347-4974 or (213) 883-8077.

MINI ENDURO CHAMPIONSHIP and ATV by MBERA 20 miles E. of Lucerne Valley, limed from Hwy 18 and Old Women Springs Rd. Info: (714) 828-3790 after 6 p.m.

DIRT TRACK NATIONAL at Fairgrounds Speedway, Oklahoma City, Okla. 20 laps for AMA National Points. Final race of circuit.

MOTOCROSS by Cascade M.C. 2 miles W. of Bend, Ore. on Oil Shevlin Park Rd. Opens at 10 a.m., races at 1 p.m.

SHORT TRACK, lightweight, by Monterey Rams M.C. at Monterey County Fair Grounds. AMA sanct. Admission and entry $2.50. Signup at 8 a.m., practice at 9, racing at noon.

MOTOCROSS by HRA at Huntington Beach Cycle Park. Mail entry $3 to PO Box FA, Westminster, Cal. 92683 by Sept. 30. Post entry $6 from 8-10 a.m. Three HRA number plates required or ride Expert. 7561 Talbert, ¼ mile W. of Beach. Info: (714) 897-4458.

SPEEDWAY RACING at San Gabriel Valley Speedway, 4900 Rivergrade Rd., Irwindale, Calif. 1/5 mile oval track. Racing begins at 3 p.m.

ENDURO by CERA. 200 mi. World Championship limed from Lucerne Valley. On Hwy 18 E of Victorville. Entry $10, post $15 with $2 deductible for CERA members. Team entry add $1 per rider. Mail to CERA, Box 2101, Cypress, Ca. 90630. Post entry closes at 5 a.m. Oct. 4. All entries must be with 2 legal size, self-addressed stamp envelopes. Position drawings at The Safari, E of Brookhurst on Lincoln in Anaheim, Sept. 21 at 8 p.m. Limited entry.

MOTOCROSS Championship for Calif. by EBRA in Ensenada, Mex. No cards needed. Mail $3 entry to PO Box 731, Ensenada, Baja, Mex. $5 post. Camping on beach with pract. Sat. and racing Sun. at 10:30. Info: 83237 in Ensenada, Mex.

MOTOCROSS by Hi Jinx M.C. at Perris Raceway. Admission $1.50; entry $3.50. Pract. at 8:30, racing at 9:30. 20% trophies, 3 No. plates req. 3 20-min. motos. Mail entry to 20903 Alburtis Ave., Lakewood, Ca., 90715. Info: Tom (213) 865-4508, or Ron (714) 527-2457.

MOTOCROSS by Kern County Trailblazers M.C., at Poso Park, 18 miles North of Bakersfield on Hwy 99. All classes, AMA sanct., Dist. 35 pts. Other Dist. cards honored. Practice at 8 a.m., first race at 10. Post entry $4.50, mail entry $3 to 240 E. Ash, Sahfter, Calif. Info: (805) 746-4058.

ACA MOTOCROSS at Saddleback Park for all Jr. and Sr. classes. Signup 8 a.m.; racing at 11:30. $3 entry. Info: (714) 528-4290.

WEDNESDAY, OCT. 7

MOTOCROSS at River Ridge, 2 mi. E of Zillar, Wash. Turn at "Teapot" service station, follow markers. $1 entry. Racing 7-dark.

TT & FLAT TRACK at Orange Co. Speedway. Gates open at 6, sign up closes at 7:30. Racing at 8. ACA sanct.

THURSDAY, OCT. 8

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, OCT. 9

TT RACES at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

HALF MILE RACES at Ascot Park. New rooster tail track. Adults $2.95, Juniors $1, under 8 free.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SCRAMBLES by Hi Hats M.C. at Vallejo Speedway. AMA sanct. $2 per rider per bike. Class C traction. Signup 5-6:45 p.m., practice 6-7, racing at 8.

MOTOCROSS at Hangtown Speedway, El Dorado County Fairgrounds, in Placerville, Calif. Trophies for Jrs; Cash for Sr. Signup 5:30 to 7 p.m., racing at 7:30.

SATURDAY, OCT. 10

SCRAMBLES by Hayward M.C. at Hayward Speedway.

HARE 'N' HOUNDS CHAMPIONSHIP by Checkers M.C. starts at Lucerne and Yucca Valley, covers approx. 170 miles. AMA sanct., District 37 pts. Lemans start. Limited mail entry of $4.25 to Checkers M.C., 1329 N. Hollywood Way, Burbank, Calif. Each rider bring a toy for USMC Toys for Tots. Info: Skip at (213) 848-6627.

SAT. & SUN., OCT. 10 & 11

MOTOCROSS CHAMPIONSHIP for Utah by Lehi Challengers and CMA. Sat. at Lehi, follow lim from Lehi exit of Interstate 15. Sun. at 2300 S. 5600 West in Salt Lake City. Sign-up closes at 11:15 a.m., first race at noon both days. Admission $2 per day or $3 for both. Entry $1 per day. Info: CMA, c/o Shirley Knop, 904 B East 2nd ST., Salt Lake City, Utah, 84102.

SUNDAY, OCT. 11

SHORT TRACK, lightweight, by Monterey Rams M.C. at Monterey County Fair Grounds. AMA snact. Admission and entry $2.50. Signup at 8 a.m., practice at 9, racing at noon.

TT RACING at Huntington Beach Cycle Park by HRA. $2.25 members, $2.50 non-members. Three correct HRA number plates or ride Expert. Signup 9-10:30. 7561 Talbert. Info: (714) 897-4458.

TRIALS by Bakersfield Pits, at Lake Isabella, 7 mi. E of Isabella Dam on Hwy 178. 1st Annual North-South trial. Signup at 9 a.m., trials at 10. Limed at entrance. Spark arrestors req., camping OK but bring water. Info: (805) 871-0632.

CMC MOTOCROSS at Carlsbad. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 coses Oct. 6. Post entry $10. Gates open at 7:30 a.m.; racing at 10. 3 No. plates.

HARE SCRAMBLES by Rough Riders M.C. at Carnegie Cycle Park. AMA sanct. Signups 9-11 a.m.; racing at noon. $1.50 admission, $2.50 entry.

MOTOCROSS by Bay Mare Cycle Assoc. at Bay Mare Park near Moorpark. Dist. 37 pts. $3 mail entry to 13902 Hamlin St., Van Nuys, Cal. 91401. $5 post between 7 and 9 a.m. Racing at 9:30.

ACA ROAD RACE at Carlsbad. All Jr. and Sr. classes GP and TT. Signups at 8; racing at noon. Info: (714) 528-4290.

FRIDAY, OCT. 16

SHORT TRACK at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

SATURDAY, OCT. 17

SHORT TRACK, lightweight, by Monterey Rams M.C. at Monterey County Fair Grounds. AMA snact. Admission and entry $2.50. Signup at 4:30 p.m., Practice 4:30-6:30. Racing at 7:30 p.m.

SAT. & SUN., OCT. 17 & 18

TOUR by Majestics M.C. of the Colorado River. 2nd Annual Hawaiian Tour. Info: Majestics M.C., 10919 Littchen, Norwalk, Cal. (213) 863-9233, (714) 595-8489.

SUNDAY, OCT. 18

MOTOCROSS Championship for California by EBRA in Ensenada, Mex. No card needed. Mail $3 entry to PO Box 731, Ensendada, Baja, Mex. $5 post. Camping on beach with pract. Sat. and racing Sun. at 10:30. Info: 83237 in Ensenada, Mex.

MOTOCROSS by Kern County Trailblazers M.C., at Poso Park, 18 miles North of Bakersfield on Hwy 99. All classes, AMA sanct., Dist. 35 pts. Other Dist. cards honored. Practice at 8 a.m., first race at 10. Post entry $4.50, mail entry $3 to 240 E. Ash, Shafter, Calif. Info: (805) 746-4058.

CMC MOTOCROSS at Saddleback Park. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Oct. 13. Post $10. Gates open at 7:30 a.m.; racing at 10. 3 No. plates.

ACA ROAD RACE at Willow Springs Int'l RAceway, Rosamond, Cal. All Jr. and Sr. GP and TT classes. Signup at 8; racing at noon. Info: (714) 528-4290.

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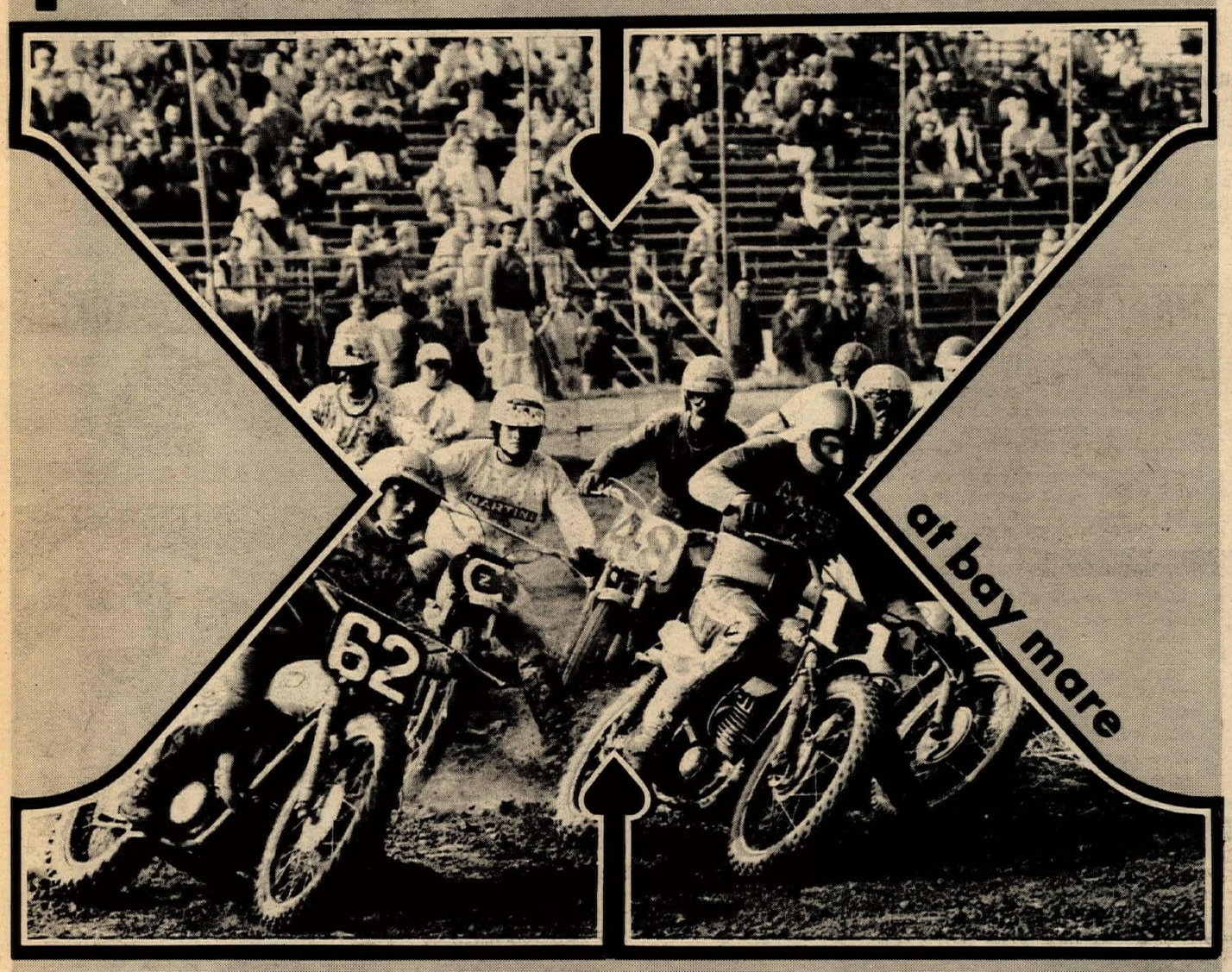

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Insurance *(Continued from page 11)*

One of the really good things about group insurance is that you can't be excluded for riding competition, which is not the case with most individual policies.

It's hard to say with any reliability that you should pay this much and no more for group insurance because the policies are so different. I would start shopping for another policy if the premium was much more than $35.00 per month for employee and family or $12.00 per month for a single person.

If you happen to be self-employed, you're not eligible for group insurance but you can get into a thing called a "Multiple Employer Trust". This is not as good as group insurance from several standpoints, but is far better than nothing. In fact, these are very loosely organized "groups" and they offer coverage that will be adequate for most needs. The cost and benefits are comparable to group insurance. A good guy to go see for this type of insurance is Jim Manning who has an office tastefully decorated with a Honda packing case and a Castrol Oil drum. Manning races himself and has gone on his head often enough to know what kind of coverage you need. He also gave me most of the information for this article, after seeing the first two, which means he has a sense of humor, anyway. Manning's modest ambition is to write all the motorcycle insurance in the world which, from an insurance company standpoint, must be equivalent to collecting all the typhoid bugs in the world.

A broker that you can trust is a real asset in dealing with insurance companies, doctors, and hospitals. A person can easily be caught in a vise between inflated medical charges and shrunken benefits. A good agent knows, first of all, the insurance company's real legal liability which is something no lay person is in a position to discover. He also has a book which enables him to evaluate a medical charge fairly accurately. This book is simply a tabulation of various medical services on a "point" basis. Points are assigned to the service on basis of the importance and the difficulty of the service so that a heart transplant is worth many points while lancing a boil is worth relatively little. By multiplying the "points" by another factor which is determined by the location in which the physician is operating, the broker can evaluate the fairness of the charge.

At first glance this system would seem to benefit the insurance company more than the individual but this is not really the case. Medical care *does* vary greatly in quality. Even with such a simple thing as a broken leg, poor quality medical service can have you limping for life, or suffering periodic pain. The idea then is to get the best possible medical care allowed by your insurance. If you are allowed $1,000 for a broken leg, use every cent of it to get the very best care you can buy and get your broker to tell you just what you can afford. If he won't, get a new broker. Remember, you don't save money on quality of care that you choose; the insurance company does.

The last "card" that you can get is supplied by individual insurance policies. This is a last resort action and probably best forgotten. Individual policies are first of all prohibitively expensive and secondly almost worthless for coverage. Most have a competition exclusion which can be interpreted very widely. Most important, some of the group policies are written so loosely that anyone is eligible so there is no reason for buying an individual policy. Incidentally, my daddy once told me that any insurance policy that was advertised in four colors in the Sunday supplement had adequate coverage only for the garbage.

Besides your personal insurance, you are sometimes covered by the club sponsoring the event that you're riding or by the track. Some associations cover all their riders in an event. Others like the AMA cover only professional riders. Before we go any farther, there are two terms that must be discussed: primary and secondary coverage. Primary insurance pays regardless of any other insurance that you might have. Sometimes if you are covered by two primary policies you can make a profit on an accident. Secondary policies cover only that portion of the expense not covered by a primary policy. Naturally, second policies are much cheaper than primary policies because the company stands a good chance of not having to pay anything even if there is an accident.

Every event that is run should be covered by participant insurance for several reasons. First of all, motorcycling activity is inherently dangerous and some of the accidents tend to be very expensive. A 70-mph-crash can very easily result in $10,000.00 worth of medical care. Many group policies won't begin to handle expenses on this order. Besides this, most group plans are "scheduled" which means that only so much is allowed for each type of service. In effect this means there are more holes than you'd find in a fisherman's net. "Blanket" secondary insurance fills in the holes.

The second reason for having sponsoring associations provide participant insurance is that there are many people racing who have no insurance at all, especially kids who have recently left home and beginning professionals.

Right now the AFM, ACA and the Sidehack Association have participant insurance for all their events. CMC has none and IRE occasionally has some. The AFM coverage is approximately $3,000 blanket medical and $5,000 life. The ACA coverage is about the same. The cost is about $2 to $3.00 per rider and the biggest determining factor in the cost is the average speed of the contestant.

The AMA has been offered several attractive plans for insurance for their sportsman riders but to date they have not been interested enough to bother taking the question to the membership, let alone to act upon it. Without getting into specifices, it would be possible for the AMA to insure all its sportsman riders in all events from road races to gypsy tours for a very nominal figure. It would probably cost less than the magazine they tried to force-feed us a couple months back. If the AMA isn't interested, District 37 has sufficient members to provide insurance at farily reasonable rates independent of the AMA. To be fair, the proposals that have been rejected before were made to fearless leader Bill Berry, who is no longer at the helm. A proposal is currently being made to new fearless leader March. It might be interesting to see if he decides to tell us about it.

For professional riders the AMA offers primary insurance of about $10,000 medical and $2,000 life, but the medical only covers 75% of the hospital bill. The way this usually works is, when the hospital finds out what the insurance arrangement is, it jacks up the bill so that the insurance company pays 100% of the actual cost. Then whatever they get from the rider is gravy. Since the insurance companies never lose, and the hospital is coming out ahead, you know who is footing the bill.

To finish this, there are several frequently asked questions that haven't fit neatly into the article that should be answered. One such is, Can clubs insure their members? For all practical purposes, no. There are not enough members to make it economically feasible. The Sidehack Association is able to insure their members because they race by themselves. But any club of solo riders would not be able to because there would be other uninsured riders on the same course at the same time. Naturally any association which holds races and requires all riders to be members of the association could obtain the same sort of insurance as the Sidehackers.

How much insurance does a competition rider need? According to Manning, $10,000 is a good figure, it its all working. That's medical, not life. Most life insurance falls somewhere between a farce and a fraud and should be purchase only if there's someone you really dig who could starve if you went to that big hare and hound in the sky. If you think in those romantic terms and she's that incompetant, by all means buy life insurance. Jim Manning needs the bread.

What is the relative safety of various events? Speed is the real determining factor but quality of equipment and experience play a large part as might be expected. In terms of probable seriousness of an accident, road racing heads the list, with mile flat track a close second. Then half mile, hare and hounds, motocross, sportsman scrambles, down to trials.

Next week, insurance for promoters.

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SPEEDWAY CHAMPIONSHIP NARROWS TO SIX

By Mike Capalite
Photos by Dennis Greene

COSTA MESA, CALIF., Sept. 18, 1970 – Although the usual Friday night program was changed for this one evening to allow time for the elimination heat races for the Costa Mesa Championships next week, the fans were treated to just as much racing as usual. With the elimination of the Division Two and Division Three races for reasons of time, these races were replaced with six elimination heats to determine the last six riders to qualify for the championships next week. With the first ten riders in the sixteenman program already qualfied by virtue of being the top ten riders in the point standings, it meant that these were sudden-death races with only the winner in each getting a chance at next week's program. There was happiness in some camps and sadness in others as most of the second division and a few of the third division riders received their chance at the big one. When the dust had cleared and the eliminations were over, the six who had made it were; Dennis Gildehaus, Jim Gresham, Scott Autry, Jim Nicholson, Bruce Haserot and Harlan Bast.

Steve Bast was the only 60-yard man to make it into the Handicap Main Event as Bill Cody and Sonny Nutter missed it in the heats while Rick Woods was bumped to the consolation event in his semi. From the back of the pack, Bast was the last man into the corner on the start which may have been to his advantage as Jim Nicholson and Chuck Tidwell collided in the first corner and spilled right in front of Stu Morley who was unable to avoid them and joined the pile-up. All this happened as Steve was storming into the corner trying to overcome his handicap, but quick thinking and instant reflexes on his part saved the fallen riders from possible injury as he deliberately laid his machine down into the dirt in a nice easy slide and stopped a few feet short of the tangle.

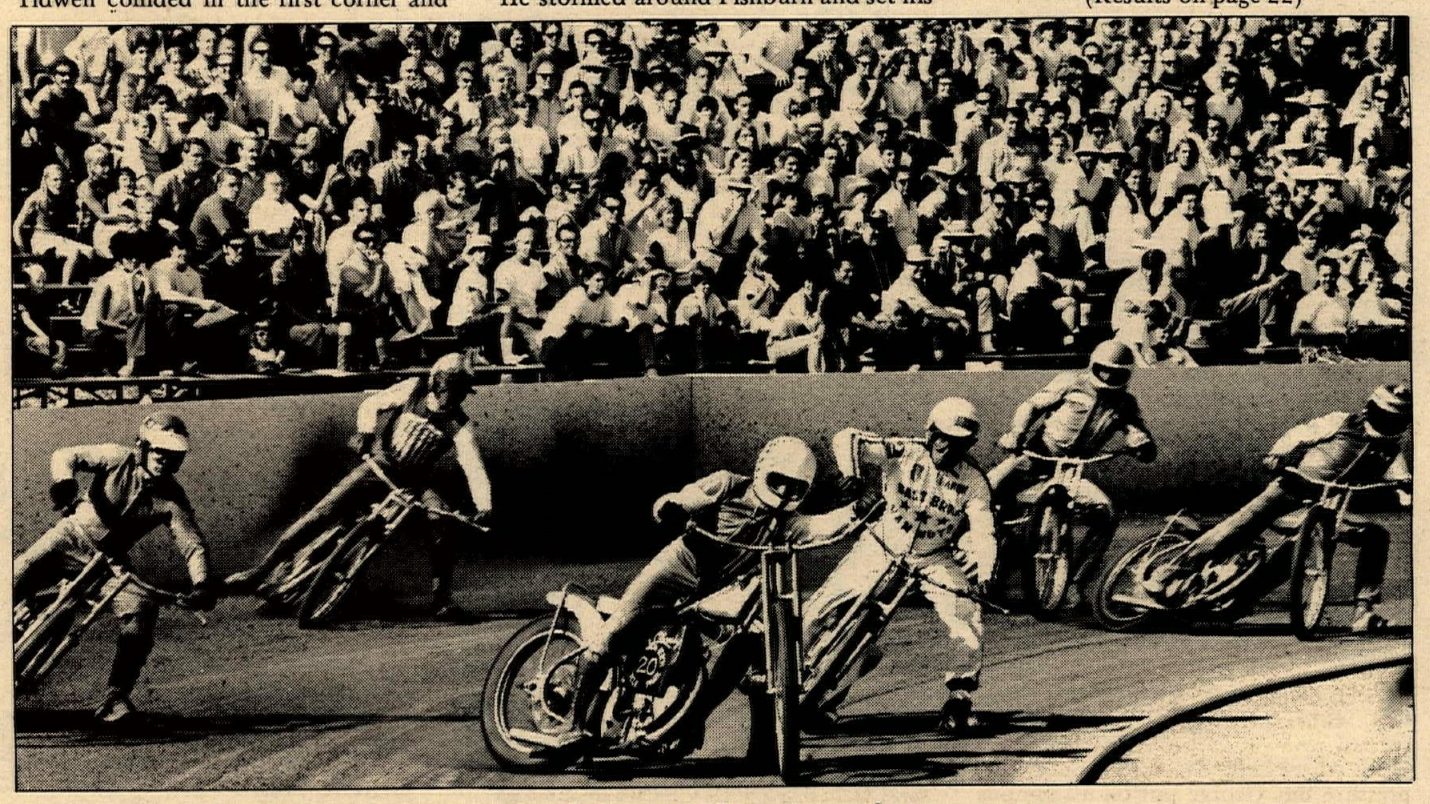
After a few moments, when Chuck Tidwell regained his breath and his composure, the race was restarted. This time Nicholson and Tidwell again went into the corner side by side, but this time they left a healthy space between them as it seemed the spill had taught them respect for room to maneuver. With one lap to go Steve made his bid. He stormed around Fishburn and set his sights on Morley, as they headed down the straight for the checkered flag. Steve was giving it all it had, but Stu kept his position to take home the trophy and the kiss from the lovely trophy girl.

In the scratch main, Larry Shaw took advantage of his pole position start to command the lead out of the first corner and hold it all the way despite repeated and determined bids by Sonny Nutter to change the outcome of the race. Rick Woods was able to get around John Fishburn to move into third, but this was the best he could do as Larry and Sonny were to far out front for him to catch as he finished third. Next week will be the championship with the top riders giving it their best, so make it a point to attend this one.

(Results on page 22)

Full House: Best Action

Story & Photos by Dennis Greene



SAN GABRIEL, CALIF., September 20, 1970 – With the No. 1 spot in speedway on the block this coming Friday night, all the big guns in class "A" were out in force this past Sunday in San Gabriel to put the final touches on their style and bikes.

Racing always seems to be at its best in front of a full house. It was at its best in front of the largest crowd ever to attend San Gabriel Speedway for a class "A" event, with a full 21-event race program and several special events.

In match race competition between Bill Cody and Rick Woods a head-to-head duel was in the offing, but it was not to be. Rick went into Turn 2 so hard that the rear wheel almost came around to meet the front wheel. At this point he knocked the plug wire off the spark plug with his knee and came to an uncalled for stop in the infield where he sat and watched Bill go to an easy win.

Steve Bast, Mike Konle, Larry Shaw, along with Rick and Bill are in the top five positions in points. Steve Bast was unable to better his point standing because of a minor pileup earlier in the race program that kept him from competing for the rest of the day. He will be on hand Friday night to defend his crown.

When the top five rap about who could be a threat to them the names of Scott Autry, John Fishburn, and Jim Nicholson have to be those batted around the most. Scott Autry always does well on a big track and today was no different. He won the Handicap Main Event and pushed Rick all the way in the Scratch Main Event for second. John Fishburn, the El Cajon speedway promoter, is a consistent threat and is currently in top form, a consistent front runner.

Jimmy Nicholson is on a hot comeback trail although he has been plagued with several spectacular crashes in the past few race meets. Jim had a very impressive win in the Scratch Consolation event.

(Results on page 22)

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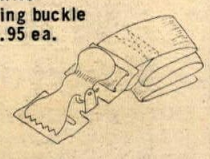

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Thorwaldson Stops Hart, West in Ascot MX

By Shelly Smith and Bob Hill

GARDENA, CALIF., Sept. 17, 1970 — The season s change and the weather gets colder, but the action at the weekly Ascot races goes on. The face that has become quite common here lately is that of Rich Thorwaldson, who for the past several weeks has been dominating the 500 Expert class field at the Gardena track.

This Thursday night was no exception with Thorwaldson again taking the honors in this class. AJS mounted Jim West outlasted Tim Hart, who just recently returned to Ascot after being out of the picture with foot injuries for the past few weeks. Bob Hershey bettered the efforts made by the man behind the beard, John Maynard, to sew up fourth place, leaving Maynard in fifth. Bob Messer, being a bit over anxious looped his newest Maico while practicing his starts. The bike was damaged enough to keep him out of this event for the evening.

Messer made up for his error prior to the start of the big bike class by showing top form on the smaller of the two Maicos he is now riding. He displayed his increasing ability by racking up three straight victories in the 250 Expert-Intermediate class. Jim Wilson, his first time back at Ascot since the knee injuries he received awhile back, may have been a little rusty, but rode well enough to top Hart for second place honors.

Hart, also making a recent comeback at Ascot, placed third ahead of a handicapped Tom Rapp. Rapp damaged his Bultaco during the first round, and used Dave Rodgers' 125 Bultaco to finish up in fourth overall. Steve Elsworth, also astride a Bultaco, brought home fifth place for his endeavors.

Johnny Garcia was high point finisher for the second week in a row, handing defeat to Hart in the 125 Expert-Intermediate class. Young Jeff Wright put on a fine display of riding to secure a third place victory over Sachs mounted Allen Lund of Torrance. A few of the Ascot motocross fans are beginning to refer to Wright as another Throwaldson. If Wright continues to ride as well as he has been doing, the statement may become fact.

B. Hosford rode his Yamaha to victory in the 100 Junior class to top Tim Rockwood riding a Suzuki, and repeated himself again by outlasting Rick Brown of Hawthorne in the 250 Junior event. Hosford should now be moving up to the Intermediate ranks. S. Copeland emerged victorious over L. Merritt in the 125 Junior contest, leaving R. Williams to third and Vagn Forrisdahl aboard his Sachs in fourth.

Fred Gualda, last week's 250 Junior class victor, was the top rider in the 500 Junior class this week. A. Amarillas finished up in second place, leaving F. Carlisi to take home the third place trophy ahead of M. Causey.

(Results on page 22)

San Pedro MX in Infancy Stage

By Jim Brook

SIERRA VISTA, ARIZ., Aug. 30, 1970 — Money motocross racing at Arizona's San Pedro Motocross Park drew a small crowd for the third race of the series. Going from one extreme to the other, from a lot of mud to very little mud, was quite a switch. Even though the track was a little bit hard there weren't any complaints from the riders.

There was a total of 41 riders present, 32 in the Sportsman class racing for trophies, and nine in the International class for a $300 cash purse. This purse is broken down into two classes, 250 and Open with first place in each class taking home $50.

The best racing of the day was in the 125 Sportsman and Open Sportsman motos which were combined, since there were only 9 riders in these two classes. But someone forgot to tell John Barron, riding a specially tuned 125 Yamaha. It seems like he lapped all of the 125's and had no problem staying in front of the big bikes either, taking the checkered in the first two motos.

He came back in his third moto only to have engine trouble, and getting started one lap late. But this didn't slow him down any. He was turning the one mile course in 10 seconds less than any other 125.

This went on until his sixth lap when he collided in mid-air with a 360 CZ going over one of the jumps on the course. This set John back with a fourth place and an overall second place for the day. First place went to Tom Johnson on a Penton.

The Open International class went to a 405 Husky rider, Lynn Morrison, from Tucson. Second place was taken by Joel Ebright on his 360 CZ.

The money classes for the day were taken by Larry Losey on a 250 CZ. Second place and $40 went to Doug Schnieder on a 125 Yamaha. The Open class was won by Jerry Kitchen on a 360 CZ with second place going to Douglas McCully. Arnold Lane was third.

The largest turnout in one class for the day was in the 250 Sportsman with 13 riders starting the day's racing and only 11 finishing at the end of the day. This class was taken three straight without a single challenge by "Super Sam" Redman on a 250 CZ.

Norbert Seelman, on a 250 Suzuki spent the whole day chasing Sam but just couldn't seem to catch him, but still took home second place honors in his class.

The 100cc lead went to Norman Wykoff (Hod). Fred Sacksteder (Hod) and Terry Boyka (Suz) grabbed runnerup spots.

By the next race the track should have a whole new surface and some real nice sand pits.

Sisco Overcomes Foul Play

By Elaine Jones

PERRIS, CALIF., Sept. 19, 1970 — Geroge Gillespie, who says Tony Denius gave him some pointers, proved he was a quick study as he won the 125cc Novice Class Second Division. Second place Pryor Campbell made him work for it as he walked away with the second moto with Gillespie nowhere in sight. The second win was the Amateur-Expert Moto where Larry Stapleton applied the pressure but George put on his famous down the backside drive and grabbed off the win.

Penny Terry led the ladies around as well as the 50cc riders in the combined 50cc Powder Puff Class. Second place Chuck Summers showed her his back wheel last week but couldn't do it this week. Donna May was third.

Taylor Sisco had a dirty trick pulled on him in the First Division of 125cc Novices. On the starting line for the first race somebody turned his gas off. It didn't slow him down as much as that guy hoped for as Taylor still got a second. From there he went on to win the next two motos. Shutting off a rider's gas may sound funny but it could have been very dangerous not only to Taylor but to other riders in his class. Robert Wood was second and Norman Blake third.

Tom Stanford and Terry Stanford sandwiched Stew Cox between them in the First Division of 250cc Novices. Stew was getting set up to take a good shot at Tom in the third moto when he broke down.

The Burtons are again being taken to court in an effort to have the track declared a public nuisance. It's time for the riders to take a stand and prevent this from happening.

(Results on page 22)

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The Home Workshop

By Rod Breaker

SPARK PLUG INSPECTION TOOL

Any rider that tunes his own equipment knows that being able to read the spark plug accurately is a distinct advantage, whether he is super-tuning his racer or just troubleshooting his street machine for a carburetion or spark plug problem. Unless the light is exceptionally good, it is really hard to see down inside the plug for an accurate reading. A lot can be told about a machine's operation by checking the condition of the porcelain down inside the plug, so anything that will shed some light on the problem is appreciated.

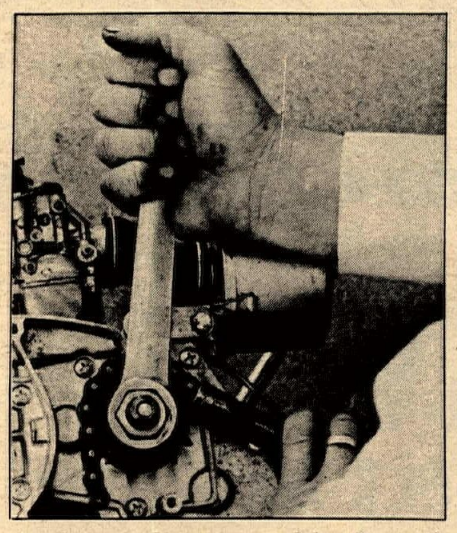
One of the tool manufacturers does make a special flashlight-type tool for doing just this, but for the majority of riders, the cost of this special tool is prohibitive. There is an item on the market that will do the job and the price is within everybody's range, it is called a "Lighthouse Magnifier" and is available through most photographic stores, coin dealers or stamp dealers.

This little item is a flashlight with a

magnifier mounted on top of it (see photo) and works very well for checking plugs as well as looking closely at anything that may be hard to see. Get one and keep it in your tool box. You'll find it has a variety of uses and will be well worth the few dollars invested.

A TOOL FOR REMOVING HOLDING SPROCKET NUTS

It would seem that most riders who do complete teardowns on their machines fail to think about loosening the countershaft nut securing the sprocket until they have removed the engine from the frame. While the engine is in the frame, simply put your foot on the brake to hold the rear wheel in position (of course the rear chain must still be connected) and put the wrench



on the nut. On some models where it is difficult to turn the nut, a box-end wrench can be slipped over it, blocked against the frame or a solid section of the engine, and the nut can be very easily loosened by turning the rear wheel. This method will also serve to tighten the nut.

If you happen to have a model where the sprocket nut is innaccessible until the engine is removed from the frame, breaking this nut loose can be a problem. A simple sprocket holding tool can be made using a piece of pipe and a short section of chain. The chain should be eight or ten links and the same size as your drive chain on the machine. It can be a piece of old used chain that can usually be picked up at your local dealers trash receptical or else you can go first class and purchase a new piece of chain. The inside diameter of the section of pipe to be used should be large enough to accept the end of the chain. The chain should then be welded or brazed into the pipe. If a hole is drilled and the chain pinned, be sure to use a hardened pin, as it may shear when holding a stubborn one. Slip the first link inside of the pipe and have it welded in position. The pipe should be about a foot long to allow you to get a good grip on it. To use it, just wrap it around the sprocket so that it holds it from turning and have at it with the wrench. It can also be used when tightening the nut.

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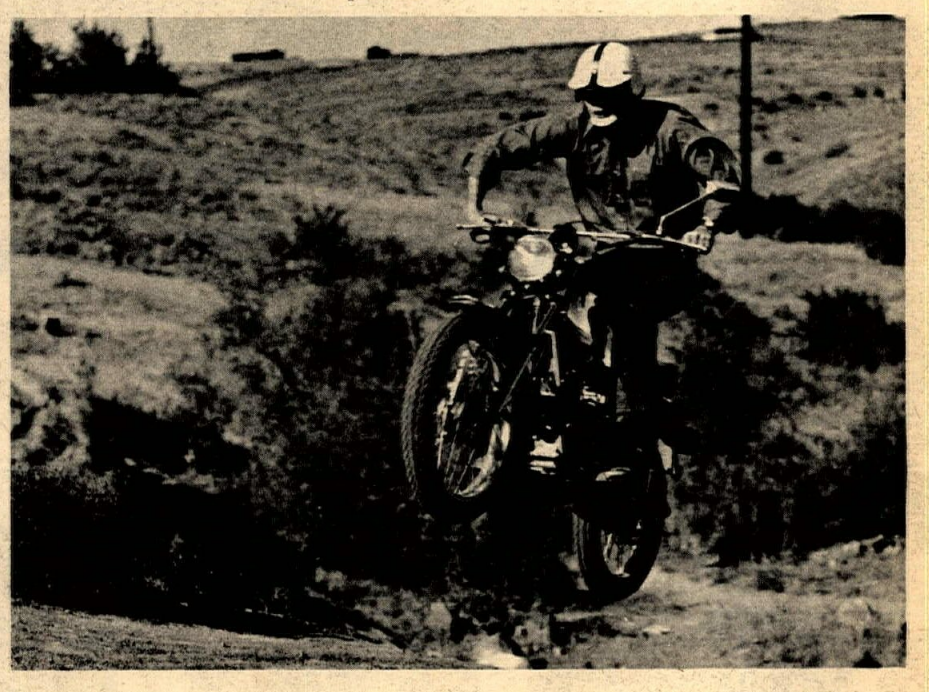

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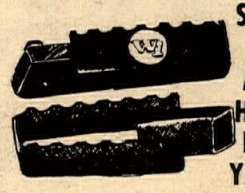

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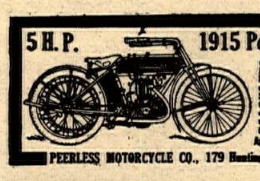

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scramblin' around

By Maureen Lee

After checking the results of the Sinners scrambles at Adelanto it was easy to see where the big bikes were. Sacramento. The Sinners had to combine the 350's, the 500's and the Open machinery together and the first three in the Expert class were all on two-strokes. If you had told the Open class boys that day would come sooner or later when the Open class would be won by a two-stroke they would have thought you crazy. The day of the big bikes would never die, well, maybe they haven't died yet, but they're not doing so good!

He might get embarrassed but I'd like to give a pat on the back to our current number one plate holder in the heavyweight division, Terry Dorsch for his performance at Sacramento. He got a third in the main and earned his place in the lineup by a direct transfer from a heat. If that sounds easy you should have seen the Amateur lineup there! It was wall-to-wall yellow plates and some of them couldn't qualify fast enough to even make a heat so Terry's direct transfer was something in itself. Ike Mizzen and Terry Moriarity was also there and did O.K. but not as well as Terry. A mile track is the one place where you find out abruptly just how fast your scooter is, and sheer horsepower is the answer. On a smaller track or a scrambles track a good rider can often make up for his lack of horsepower, but not on a mile!

Some Class C Amateurs have the knack, the personal connections or a big sponsor to get themselves noticed and spoken of a lot but some don't. There are a lot of good riders who barely get mentioned in print and the only time announcers have anything to say about them is when their name is announced in the lineup. Terry seems to be one of those but I'll give a hint to my fellow journalists and to track announcers. Keep an eye on him.

We're still getting queries as to why the Four Aces decided to run their Grand Prix the way they are. They are doing it because they feel it is giving every entrant the most riding for his money. The riders who don't like the program are the ones who have two bikes to ride, are hot and heavy for points, and have to make the choice of which class to ride. I'm a bit hazy on this myself because it looks to me that the club is losing money by running it this way. We know of three riders right off the bat who have enough equipment to ride three classes and often do at Grands Prix so the Four Aces are losing $16.00 in entry fees a piece from these three along. In reality there are probably fifty guys who ride both days in these big races and that adds up to quite a bit of change. Anyway, we'll see what happens. Don't forget to tell your friends that there's no admission charge to go and watch the races, pack up a big basket of goodies (the club gets nothing from the concessions) and go and have a ball.

(Continued from page 4)

Pro MX Group Sets Race

LONG BEACH, CALIF., Sept. 17, 1970 — The newly formed Professional Motocross Rider's Association has scheduled its first all professional event for October 4 at Bay Mare race track, it was announced today.

According to track owner, David Grove, the association will handle "all details" for the event, including rider entry, length of motos and scoring. Grove said the only thing he will do is to prepare the track.

The new rider's organization was formed recently, largely through the efforts of its president, John DeSoto, and has as its goal the promotion of better riding conditions for Expert motocross riders. Among other things, the association will "sanction" events in which their members participate, inspecting track conditions and possibly negotiating for and distributing prize moneys.

The October 4 event, for instance, will see the association determining the pay-off schedule for the $1000 purse.

In conjunction with this first event, sportsman races will be held on Saturday, October 3, with the professional events beginning at 1 p.m. the following day.

San Diego Bike Law

SAN DIEGO, CALIF., Sept. 17, 1970 — City officials today agreed to a five week continuance before deciding on a proposed ordinance that would prohibit vehicle riding on private property without the written consent of the owner, according to Larry Moore, president of the Southern California Off Road Vehicle Association.

Moore, who is also a member of San Diego County's Off-Road Institute — an organization of government officials and off-road enthusiasts that work on problems arising from vehicle land use — said that the proposed ordinance came as a surprise, as he had earlier been informed that such legislation would be brought to his attention before it was considered. Quite coincidentally, the off-road club president learned that city officials were about to enact the ordinance, appeared before the group and obtained the continuance.

Moore, the service manager for Don Vesco Yamaha, also said that he hopes to in some way modify the proposed law. He asked that anyone living in the San Diego vicinity and interested in working with him on the matter to contact him or any of the dealers in the area.

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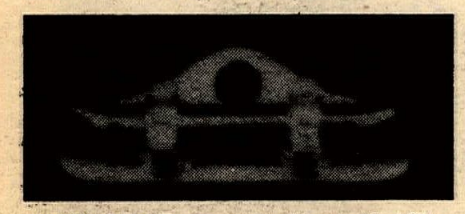

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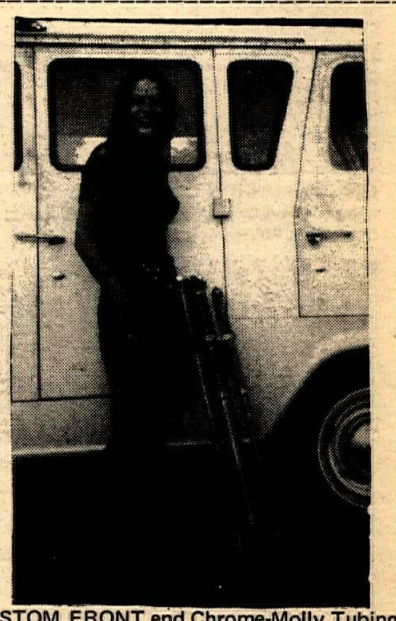

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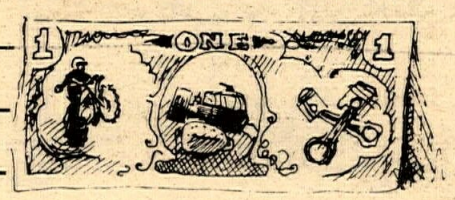

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